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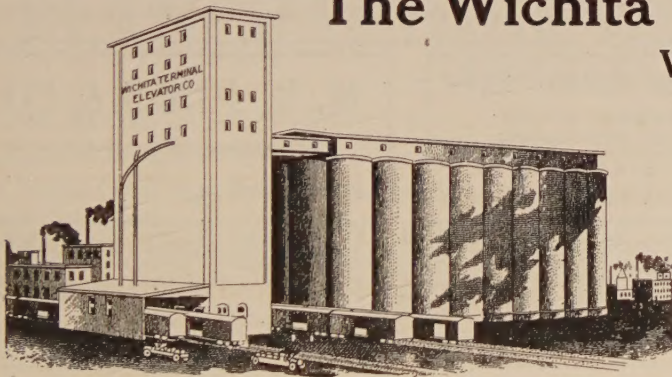
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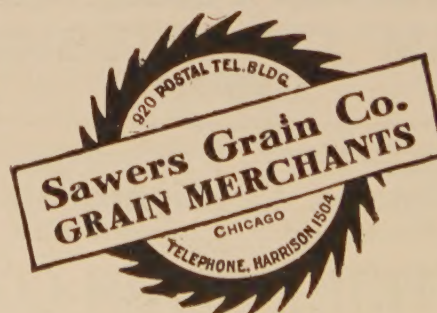
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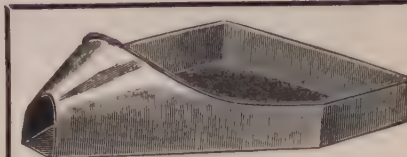
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RECEIVERS, SHIPPERS AND BROKERS

BOLIN HALL GRAIN CO.
Kansas Hard Wheat
Milo Maize and Kaffir Corn
HUTCHINSON - KANSAS

A PARTNER
HELP or a POSITION,

can be obtained quickly by plac-
ing an ad. in the "Wanted" col-
umns of the Grain Dealers Jour-
nal of Chicago. It is the grain
trade's accepted medium for
"wanted" and "for sale" ads.

The Scott County Milling Co.
Daily Capacity 3500 Bbls.

OFFER US YOUR
CORN, RYE and BARLEY

Mills and Elevators,
SIKESTON,
DEXTER,
ORAN.

Storage
Capacity
3,000,000
Bushels

General Office:
SIKESTON, MO.

RECEIVERS, SHIPPERS AND BROKERS

Offer Us

CORN, OATS
MILLFEED
SCREENINGS
FLOUR
ETC.

L. E. SLICK & CO.

BLOOMINGTON, ILL.

ASK FOR PRICES ON
CORN FEEDS
ALF-MOL-GRAIN
FEEDS
CORN MEAL
FLOUR

"Safety-First" Brand

If Your Business

isn't worth advertising
advertise it for sale.

YOU WILL WANT THIS

EARLY TENNESSEE AND MISSISSIPPI CORN

H. J. HASENWINKLE CO.

MEMPHIS, TENNESSEE

JOHN WICKENHISER & CO.

Wholesale Grain Dealers
TOLEDO, OHIO

We make track bids and quote delivered prices.
Solicit Consignments of Grain and Clover Seed.
Members Toledo Produce Exchange and Chicago
Board of Trade.

THE GATES ELEVATOR CO.

Receivers and Shippers

Grain, Hay and Millfeeds
CLEVELAND, OHIO

E. A. GRUBBS GRAIN CO.

Greenville, Ohio

Wants Correspondence with members of the
Grain Dealers National in Ohio, Indiana and
Illinois. We want strictly sound winter wheat,
yellow shelled corn and re-cleaned white oats.

Stockbridge Elevator Co.

BUYERS
OF Salvage Grains

Submit Samples and Quote Prices

JACKSON

MICHIGAN

Clover Seed

International Game, played in Toledo, Ohio.
Providence does dealing. When "Seedy" favor

C. A. KING & CO.

Like Billy Sunday, they deal in cash and futures.

E. I. BAILEY

CLEVELAND, OHIO

Receiver and Shipper of
Corn, Oats, Millfeed

ASK FOR PRICES

BALDWIN GRAIN COMPANY

GRAIN BROKERS

BUYERS OF CAR LOTS

R. C. BALDWIN, Mgr.

BLOOMINGTON, ILL.

There is no better time to adver-
tise than the present. Better
start before your competitor.
Write the JOURNAL today.

62 YEARS AGO

the House of Howes was founded and ever since that time its policy has been to

Stick to facts!
Good business isn't built on lies—
Stick to facts!
No matter what you have to sell,
The truth is good enough to tell;
Boost your goods, and boost them well,
But stick to facts!

There's no denying the fact that the

EUREKA GANG SIEVE SEPARATOR

(For Handling Grain Mixtures)

is the greatest grain cleaning success the world has ever seen, else why would it have taken Minneapolis
by storm? Why should these machines have displaced what had been considered good Cleaners?

This Separator
in one operation, and without loss, will remove
kingheads from wheat,
oats from wheat, and wheat from oats,
barley from wheat,
or rye from barley.

Let us send you reports from users, photographs and full particulars.

S. HOWES CO., Inc.

Silver Creek, N. Y.

A BIG SELLER

The ease and economy with which SCHUMACHER FEED supplies the maintenance or carbohydrate part of the dairy ration makes it the ideal feed for you to handle in connection with BIG "Q" the popular Protein feed.

Dairymen have found that these two feeds when fed in combination, to be the logical, economical feeds for maintenance and large milk production.

SCHUMACHER FEED

is the fastest and biggest selling feed in the world—partly because it is the most widely advertised feed, but principally because it is the best "all 'round" feed. Your customers can profitably feed it the year around to cows, steers, hogs and poultry.

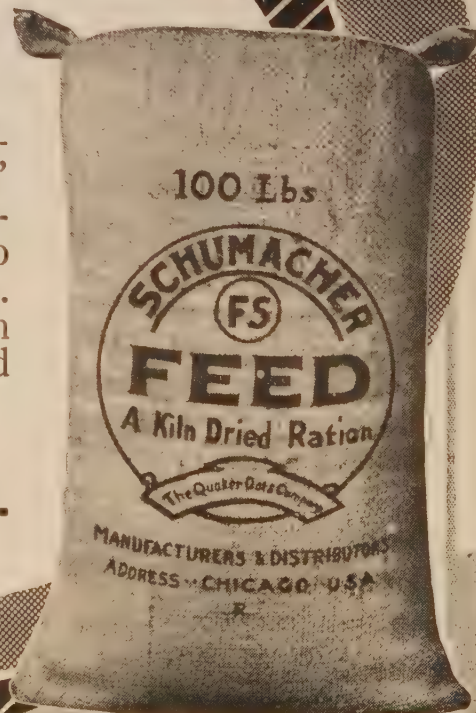
If you are not **handling** and **pushing** SCHUMACHER FEED in connection with BIG "Q" DAIRY RATION you are losing opportunities for all year 'round profits. These two feeds will bring customers to your store.

They are the winning combination which will insure satisfaction to your trade and increased profits for you.

Write for quotations TODAY.

The Quaker Oats Co.

Address CHICAGO, U. S. A.



GOING STRONG!

Mr. Dealer:—If you are not yet handling BIG "Q" DAIRY RATION you have overlooked one of the best sellers and best business builders in the feed business.

It is already in the front rank of dairy feeds—and well in the lead.

It is selling as well (although on the market only a short time) as any other dairy ration, and better still, it is bringing back feeders who are doubling and trebling their first orders.

The answer is—RESULTS. It is the last word in a "down-to-date" high protein dairy ration, and consequently a drawing card for the dealers handling it.

THE **Q** DAIRY RATION

is different from all other protein dairy feeds

It was brought out to meet a demand for a high protein mixture having a wider variety of ingredients and possessing the highest quality of protein content—a feed that combines the five essentials of an ideal ration.

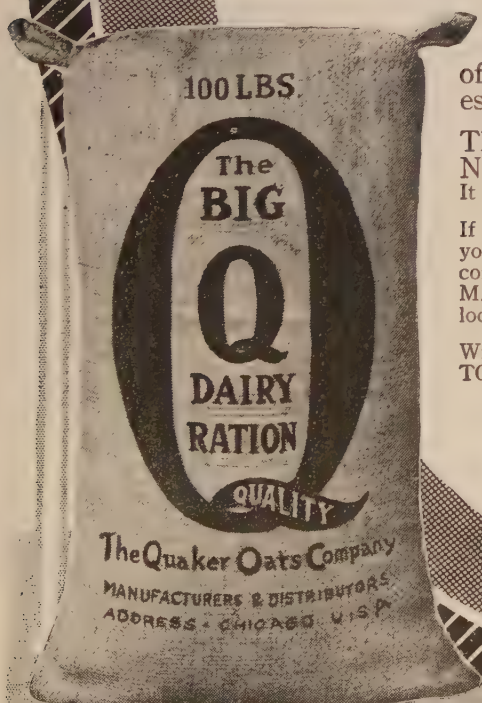
These are: PALATABILITY, DIGESTIBILITY, NUTRITION, VARIETY, REASONABLE COST. It is filling that demand and producing surprising results.

If you want to be in the **front rank** in the feed business, in your section, get BIG "Q" and push it. When sold in combination with the old reliable carbohydrate feed SCHUMACHER—you can "cinch" the feed business in your locality.

Write and ask us how we can help you do it. **WRITE TODAY.**

The Quaker Oats Co.

Address CHICAGO, U. S. A.



QUALITY

Beall

THE MARK OF QUALITY

**SEPARATORS Are Like the Mint—
Every Day They Operate a Steady
Stream of Dollars Pours into Your
Cash Drawer.**

The reason is that the principles and practical construction carrying out the principles is right. For instance take our system of working two independent fans.

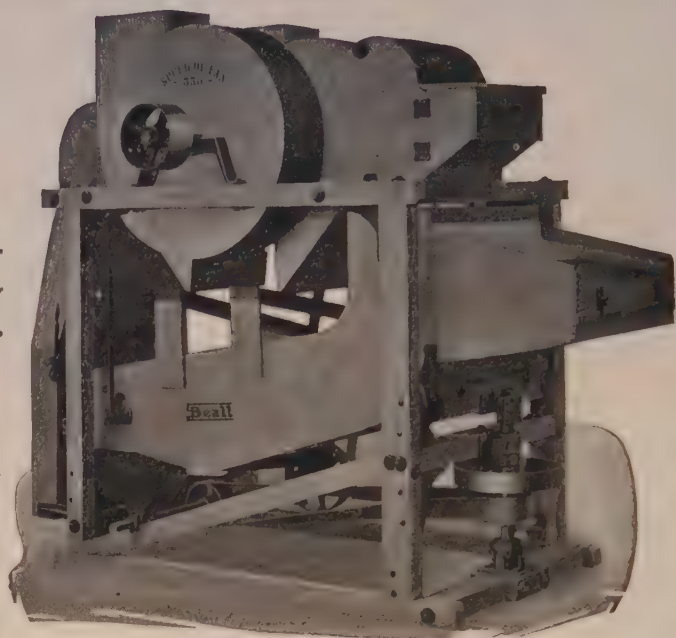
The air regulation is so perfect that there are never any "dead" spots where grain is not cleaned, or "over strong" spots where good grain is carried off because of too much air.

After the grain has passed over the alternating side and end shake sieve, over the main, cockle and sand sieve, it drops into a wide air trunk.

Here, another strong suction of air carries off light particles of dust and foreign materials, and leaves the good grain for profit.

The Beall is a splendidly balanced machine and will meet every requirement of Federal or any other grades.

What you **may** be losing by not knowing about our product is a good reason for finding out all about us. Get the catalog and price.



Beall Improvements Company - Decatur, Illinois

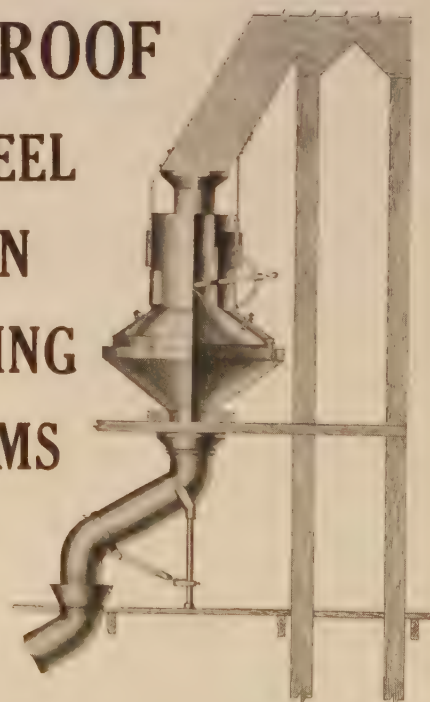
**Do you handle
Farm implements
Tractors
Binder twine?**

Ask for information about
our valuable service.

Farm Implement News
700 Masonic Temple
Chicago, Illinois

**FIREPROOF
ALL STEEL
GRAIN
CLEANING
SYSTEMS**

**That Meet
Your
Require-
ments**



LET US TELL YOU WHY!

CUPOLA GRAIN CLEANER CO.

123 W. Madison Street

Chicago, Illinois

**ADAPTED
TO YOUR
NEEDS**



CORN SHELLERS

play a very important part in the efficient conduct of an elevator. If your shelling department is not up to standard you are fixed to get in bad with your farmer patrons. When the farmers bring their corn to your elevator they do not like to sit on their wagons waiting a turn at the dump, which is blocked on account of poor shelling facilities. What have you done to improve this part of your elevator? Have you investigated the shellers included in the

WESTERN LINE

of grain elevator equipment? It is to your pecuniary advantage to start this investigation at once if you contemplate the installation of a corn sheller. If there is any other part of your equipment that needs replacing, be sure that it is one of the Western Line you install. For over forty years we have made a specialty of grain elevator equipment. We employ a large force of expert engineers and have spent thousands of dollars in studying the needs of grain elevator owners. Our long experience in this line of business is at your disposal, should you be confronted with a puzzling problem. Do not hesitate to ask for our advice. If you do not have one of our catalogs on file you had better send for it at once. It will come in mighty handy some of these days when something goes wrong in your plant. We will expect to hear from you.

UNION IRON WORKS
Decatur, Ill.

**EVERY
INCH A
SHELLER**

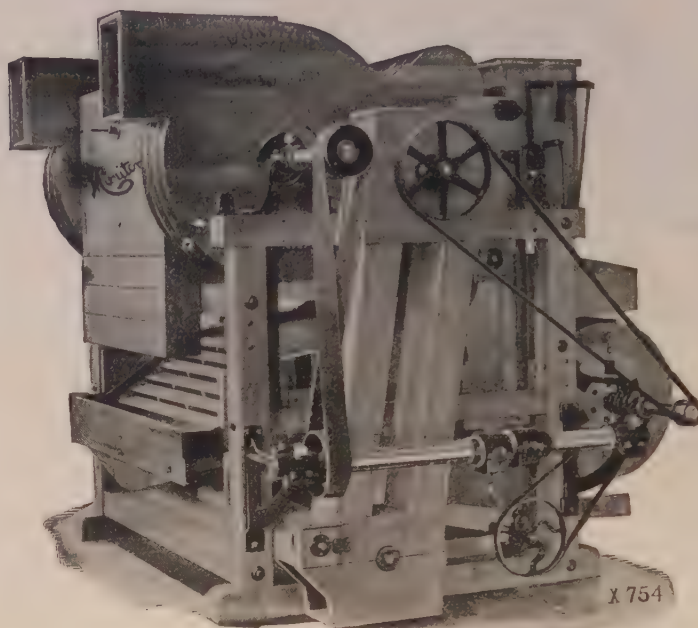


Northwestern Separator

Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

HUNTLEY MFG. CO.

Silver Creek, N. Y.



RELIANCE AUTOMATIC SCALES

contain many features, not found in other automatic scales.

Send for Bulletin which fully explains all the important features of this scale; it shows how frozen lumps of grain, cobs, sticks, etc., are screened out of the grain that flows through the small opening for the DRIBBLE; why the pressure of grain into the weighing hopper is always uniform at the time the beam comes to a balance, and why the DRIBBLE cannot vary, no matter how unevenly the grain is delivered to the scale.

Write us for complete information.

National Automatic Scale Co.

3440-3442 So. Ashland Ave.

CHICAGO, ILL.

IMMEDIATE SHIPMENT GUARANTEED!!

on

RICHARDSON AUTOMATIC TYPE REGISTERING GRAIN SHIPPING SCALES

in following sizes:

4-bu. per discharge	1000 bushels hourly.
5-bu. " "	1250 " "
6-bu. " "	1500 " "
10-bu. " "	2250 " "

BUY YOURS NOW

Whilst stock lasts and escape delays that follow temporary interruption of manufacture, railroad embargoes or unprecedented demands during season. Write, wire or phone nearest branch.

RICHARDSON SCALE COMPANY

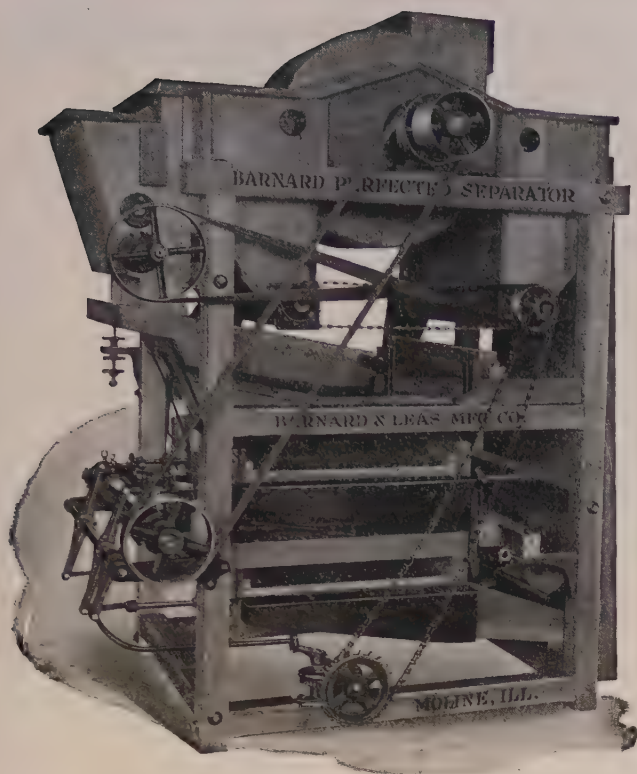
No. 327 Grain Exc. Bldg.
Omaha, Nebraska

No. 147 No. Emporia Ave.
Wichita, Kansas

Factory at
Passaic, N. J.

No. 209 So. State St.
Chicago, Illinois

No. 413 So. Third St.
Minneapolis, Minnesota



The Supreme Attainment in Grain Cleaning Machinery

The Barnard Double Side Shake Receiving Separator is a revelation in grain cleaning. It is a comparatively new machine, having been on the market only a few years. Like all other machines put out under our name, it is supreme in its field. This statement is substantiated by the large number in use and its satisfied users.

This is a five sieve, automatic separator, consisting of an upper end-shake scalping sieve and four lower side-shake main sieves, four cockle or sand sieves and traveling brushes underneath—not on top of sieves.

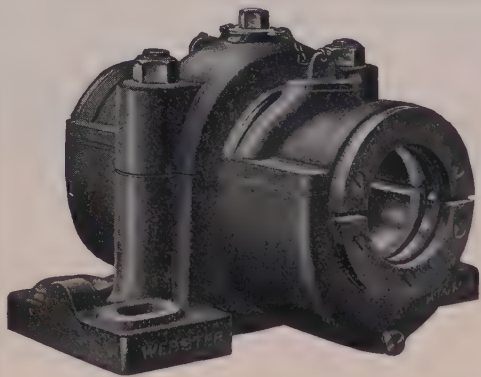
Its many individual features, described in our catalog, which is yours for the asking, will prove to you that it is the machine you need to bring your business up to a profit-making basis. We want to hear from you regarding this machine. Write today—a post card will do.

BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.





DON'T FIGHT DRY, DUSTY BEARINGS

Use Webster Class "A"

THEY are dust-proof. Note the guard ring on the end of the bearing with a heavy felt washer behind it. (See cut below.)

They are self-oiling. Note the ring running over the shaft and

down into the generous oil

reservoir. Once filled with good oil, they need no attention for a long time.

Of course they cost more, but many of the largest mills and elevators have found them economical — they are profitable in the long run.

Have You Webster Catalog No. 42?

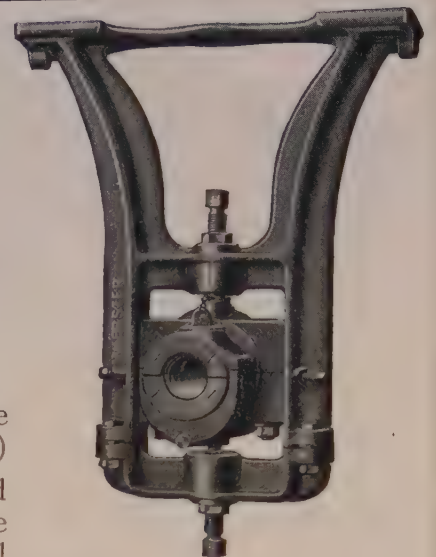
The Webster M'f'g Company

TIFFIN, OHIO

CHICAGO

(192)

NEW YORK



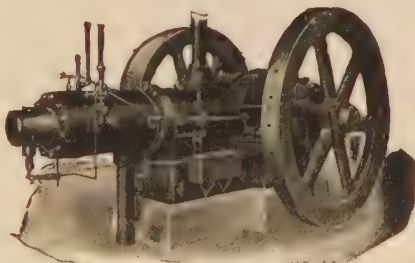
Better Power

and more of it for less money than you have been paying is just about what you will demand for the present year. This is a year of conservation; you want as much as you can get for as little money as possible. Install a Money-Making Muncie Oil Engine and increase the efficiency of your power plant—conserve energy, fuel, etc. We will gladly send you complete information upon request.

MUNCIE OIL ENGINE CO.

516 Jackson St.

Muncie, Ind.



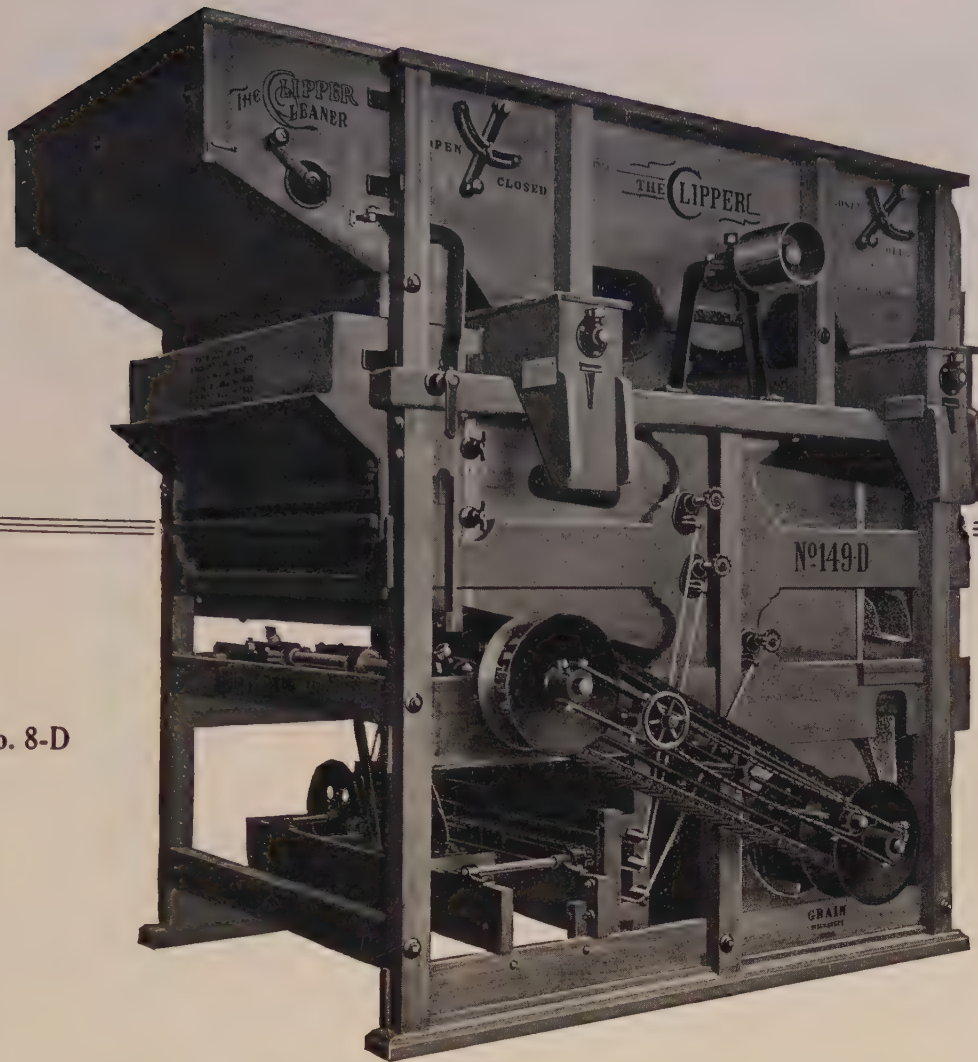
NEW CORN PERISHABLE RUSH

Perishable commodities, especially food-stuffs, will receive first consideration by railroads and you will have the co-operation of the Government in trying to push your shipments through promptly. This year's corn crop is full of moisture, making corn decidedly dangerous to handle. Therefore, Mr. Country Shipper, it is up to you to get it through to terminal market and destination as quickly as possible. The above placards are printed in large bold-faced type with red ink on six-ply cardboard, 11x8½. We furnish them in lots of 25 at 5c each; 50 at 4c each; 100 at 3½c each. Orders for 100 are sent out express prepaid. Supply yourselves with these cards and tack them on the sides of every car of corn shipped by you. It will help facilitate its movement. Orders promptly filled.

Grain Dealers Journal

305 South La Salle St.

Chicago, Ill.



No. 8-D

No. 149-D

The "CLIPPER" DOUBLE SUCTION GRAIN CLEANER

No other machine has as many wonderful TIME SAVING and LABOR SAVING devices as the Clipper Cleaners. Skilled labor is daily becoming more difficult to secure. Every move, every minute saved will enable you the more easily to take care of your business.

The Variable Air Regulator enables you to secure any desired degree of air blast without any annoying changes of pulleys or shifting of belts. A simple turn of the wheel does the trick.

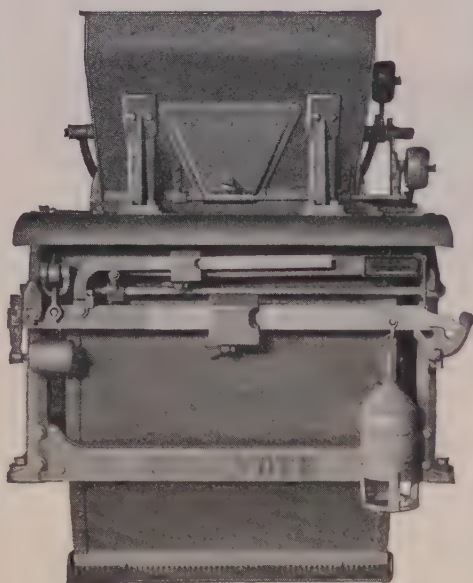
Our Double Screen System permits the oats screen and the wheat screen to be left constantly in the shoe. The grain is shifted by means of a gate onto the screen it is desired to use.

Our Traveling Brush System keeps the screens from clogging and the machine working at its highest efficiency ALL THE TIME.

The yearly balance sheet of the user of Clipper Cleaners shows that it pays to have the best that can be procured in the line of grain or seed cleaning machinery.

Write for catalog

A. T. FERRELL & CO., Saginaw, W. S. Mich.



COMPARE WITH OTHERS

If you are considering the purchase of an automatic scale, do not buy the first one you hear about. Investigate them all. Examine the working parts of each; see them in actual operation; pay particular attention to the simplicity of construction and operation. After you have done all of this we know that you will buy a

HOWE-SONANDER Automatic Scale

which is especially adapted to the work of an efficient grain elevator. With this scale in your elevator you can rest assured that your weights are correct, and that if a claim with a railroad should arise, you have positive proof of your weights.

This scale is built in various sizes. Its Non-Chokable Feed Hopper prevents cobs or trash from stopping the scales.

Send to any of the offices below for more detailed information.

HOWE SCALE CO. of ILLINOIS

CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.

CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr.

ST. LOUIS, MO., 409 4th St. F. L. Rogles, Mgr.

KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.

For Washington, Oregon and Idaho Business, Address Pacific Scale & Supply Co., Wm. Schweizerhof, Mgr., 46 Front St., PORTLAND, ORE., or 546 1st Ave. So., SEATTLE, WASH.

**Eliminates
Spotting
Charges**



Thirty Days FREE Trial

We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

Advance Car Mover Co. Appleton Wisconsin

FOURTEEN YEARS' PAINT SERVICE

DIXON'S SILICA - GRAPHITE PAINT

gave fourteen years' paint service on elevators owned by the Globe Elevator Company. Other grain elevator concerns have had similar experience. The reason why Dixon's Paint is most widely used on grain elevators is because

**It Lasts Longer;
Costs Least Per Year;
Always Best Quality;
Most Reliable;
Most Popular.**

By using DIXON'S SILICA-GRAPHITE PAINT, you SOLVE your paint worries; you lower your yearly paint costs, and you get superior service. Booklet No. 15B is free.

**JOSEPH DIXON CRUCIBLE
COMPANY**

JERSEY CITY, NEW JERSEY

The Van Ness Safety Roller Bearing Manlift

is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.
Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

**R. M. Van Ness
Construction Company**

**203 Grain Exchange
OMAHA, NEB.**

**We Build
Modern Grain Elevators**



KENNEDY CAR LINERS

**Prevent Leakages
Avoid Claims
Saves Money**

**Used by Thousands of
Progressive Shippers**

MADE BY

**THE KENNEDY CAR
LINER & BAG CO.**

SHELBYVILLE, INDIANA



REDUCES Cost of Insurance Number of Accidents Labor

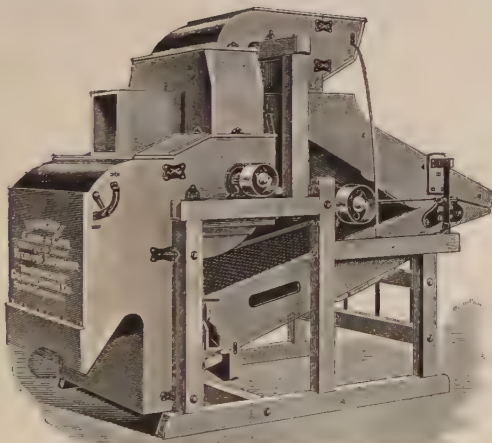
The reduction of these three things will go a long way in adding materially to your year's profits. The saving affected in the cost of insurance alone will pay for a manlift within a very short time. Accidents are always costly—in more ways than one. A man can get to the cupola of your elevator in half the time on a manlift that he spends in walking up the stairs. Now in selecting a manlift, bear in mind that there is only one that is called the

CONSTANT SAFETY MANLIFT

It is installed in hundreds of elevators throughout the country and is known to be the easiest and cheapest operated manlift on the market, and as for safety, it is the safest. It is equipped with ball bearings, adjustable brakes. All brakes work independently of each other.

Send for our latest catalog which gives more detailed information regarding this manlift together with our other grain elevator equipment. It is free for the asking.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.



SLATER MILL & ELEVATOR CO.
SLATER, MO.
ARE INSTALLING ANOTHER

The shaking rake on the INVINCIBLE CORN & COB CLEANER is the leading improvement on machines of this class.

It shakes the loose corn out from the cob mass and prevents its tailing over.

INVINCIBLE GRAIN CLEANER COMPANY

Department No. 4

SILVER CREEK, N. Y.

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Toledo, Ohio, Jefferson House.....Bert Besley
San Francisco, Cal., 17th and Mississippi.....
.....W. King, Pacific Coast Representative



Are You Wasting Money?

Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet. Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA

RAILS Locomotives, Cars

Machinery, Piling, Tanks
We've got too much
to list here, so we've issued

Bulletin 230

68 pages - - - - - Get it now!

ZELNICKER IN ST. LOUIS

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



Your Elevator's Wants Are Supplied in These Columns

CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The
Combined Grain Cleaner
and
Pneumatic Car Loader

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.



ALBERT MILLER & COMPANY

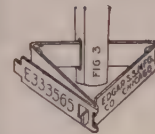
Handlers of everything in

HAY and STRAW

"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy Prairie
Clover Packing
Alfalfa Straw

192 N. Clark St.
CHICAGO, ILL.

STOP THE LEAK

by using the Edgar Security First Car Seal. It furnishes positive evidence to locate and stop pilfering for less than a one cent postage stamp per car.

Ask us for prices and samples NOW.

Edgar Steel Seal & Mfg. Co.
Lawrence, Kansas

The Automatic Dump Controller

USED EVERYWHERE

WHY!

Efficiency is one of the greatest necessities today. There will be a vast amount of grain handled during the coming Seasons especially, on account of the War Situation. Therefore speed and accuracy are very much in need. You cannot wait to repair your dump between loads, you must have the equipment that will handle your dump without jarring and bumping, and without frightening the horses.

A Soldier of the Dump, am I.
A Soldier brave and true.
I passed them ol' exam's, just why
Is what I'm telling you.
You see I'm good as good can be,
I believe in great simplicity—
When the wagons drive upon the dump,
I don't allow that jerk and bump.
I just say, Boys, "Be kerful Sil!"
And gently let the ol' cat die."
And down she sinks with ease so sweet.
That if it were a dream complete,
You could not ask for more.

Circulars upon request.

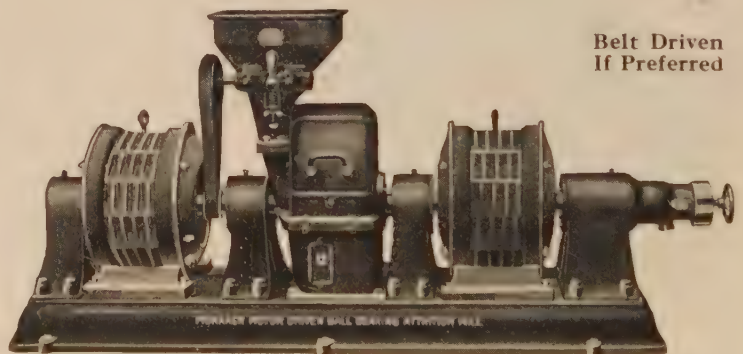
L. J. McMILLIN
523 Board of Trade Bldg.,
INDIANAPOLIS, INDIANA



**The Monarch
Ball Bearing Attrition Mill
Highest Efficiency**

coupled with time, labor and lubricant saving features, makes this mill the most satisfactory and economical feed grinder on the market.

Write for catalog D-115.
We will gladly mail you a copy without cost or obligation.



Belt Driven
If Preferred

Sprout, Waldron & Co.

Milling Engineers

Main Office and Works:

Chicago Office
No. 9 S. Clinton St.

MUNCY, PA.
P. O. Box No. 26

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GRAIN ELEVATOR BUILDERS

B. J. CARRICO
1501 Commerce St., Ft. Worth, Texas
Designer and Contractor of
CONCRETE and WOOD
Elevators and Flour Mills

Decatur Construction Co.
ENGINEERS AND BUILDERS
OF GRAIN ELEVATORS
510-512 Walt Building
DECATUR ILLINOIS

Your Individual Needs
are respected when your elevator
is designed and built by


W. H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEBR.
Write for Details of Our System

EFFICIENT ERECTING CO.

We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS

GEO. H. CRAIG
6803 Parnell Ave., Englewood, Chicago, Ill.

NEWELL CONSTRUCTION CO.
CONTRACTORS DESIGNERS
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ALSO JOBBERS OF
ELEVATOR AND
MILL SUPPLIES
430-432
GRANBY BLDG
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R. E. Jones Co., Wabasha, Minn.

We have the most complete
organization in the Northwest
for the construction of

GRAIN and COAL ELEVATORS

T. E. Ibberson Company
MINNEAPOLIS, MINN.

Our New Booklet of Elevator Construction

Write for Catalog C-2.

White Star Co., Wichita, Kans.

Give a Journal "Wanted—For
Sale" ad something to do for you—
it needn't be something easy.

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS,
SHELLERS and MILLS, CONVEYORS
and ELEVATORS, CHAIN BELT and
SPROCKET WHEELS, OAT MEAL and
PEARLED BARLEY MACHINERY,
HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

WE were the original manufacturers of rubber
belt for elevating and conveying grain—work
that is particularly trying on belting, requiring
great strength and freedom from stretch. Some
of the largest elevators in the country are equipped
with our Elevator Belting. Manufactured of heavy
cotton duck, with an especially strong rubber friction
uniting the plies, and an extra thick cover on pulley
side. Warranted to run perfectly smooth and true
on the pulleys, and can be depended upon at all
times to do the work required.

Belts punched accurately
for buckets if desired. Es-
timate for elevator equip-
ments cheerfully furnished

New York Belting & Packing Co.

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Repair Specialist
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Machinery of All
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If you are contem-
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Be Satisfied This Season!

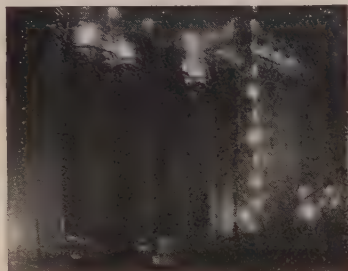
**"YOUNGLOVE does all the
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REPAIR SPECIALISTS

YOUNGLOVE CONSTRUCTION CO
412 United Bank Bldg. SIOUX CITY, IOWA.



September 26
1917

September 12
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THESE photographs show night construction work on a large reinforced concrete work house and grain storage tanks which will form a part of a complete plant now under construction by the Canadian Leonard Construction Co., Limited, for the Quaker Oats Company, at Peterboro, Ontario, Canada, for the manufacture of a full line of their products.

The workhouse contains fifty-one bins in addition to the legs for unloading, transferring and blending. The total grain storage of the entire plant will be about two million bushels.

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CAR ORDER BLANKS

FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. **Price, 50cts.**

GRAIN DEALERS JOURNAL

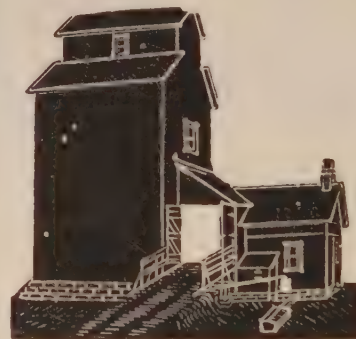
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A RELIABLE ELEVATOR

One you can absolutely depend upon to do the work it is designed to do, is the only kind a busy grain dealer can afford to build.

Whenever you enter a Reliance elevator you find a contented grain merchant who has time to treat his customers courteously. He is not worried into a fever by poorly working machinery or forced to employ extra help by reason of poor arrangement.



Invariably the owner of a Reliance elevator is proud of his possession. Observe his satisfaction as he explains the economy of

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Tell us what you need and we will tell you what we can do to help you.

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BOARD OF TRADE
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Canadian Government Grain Elevator

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Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

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Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

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Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania R. R.

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GRAIN ELEVATOR DEPT.

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Capacity
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Any Size or Capacity

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Burrell Built Elevators
are Better—
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Shredded Wheat	1911	1913 & 1914
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DESIGNING ENGINEERS**Reinforced Concrete Elevators, Large or Small**

Let us prove that our service will save you money on
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*ESTIMATES ON REQUEST***W. C. BAILEY**

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We can furnish and install equipment in old
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Mills and Warehouses

Especially Designed for Economy of

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Put Your Name

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OF CHICAGO



Wichita Terminal Elevator, Wichita, Kansas

Recently Completed. Total Capacity of Plant: 1,000,000 Bushels.

Designing and Consulting Engineers for Entire Work

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**The 1,250,000 Bushel
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is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

WITHERSPOON-ENGLAR CO.

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Builders of Modern, Fireproof
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FEGLES-BELLOWS ENGINEERING CO.

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ENGINEERS—CONTRACTORS

GRAIN EXCHANGE,
FORT WILLIAM, ONT.

UNION BANK BLDG.
WINNIPEG, MAN.

THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William
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WE HAVE AN ENVIABLE RECORD FOR SERVICE

HALL SPECIAL

(Elevator Leg)

When we conceived the idea of the HALL SPECIAL LEG we had one great big thought before us, that elevator owners are no longer satisfied with half work; what they want is a leg that won't keep a man constantly at the feed gate to prevent chokes and watch cups ascending half full. So we designed a leg to operate on a commercial basis. We figured your standpoint and found that it cost you more money than putting in the right system of transportation in the first place; and resolved to save you the constant expense, shortened profits, and worry that comes with confusion, lost motion and waste.



The elevator operator and the bin capacity are worth more than the machines operated. THE HALL SIGNALING DISTRIBUTOR increases the efficiency of the man, enables him to do more business, and keeps all his grain from mixing. It increases the available bin capacity, and enables the owner to handle more grain.

HALL DISTRIBUTOR CO., 222 Ry. Exchange Bldg., Omaha, Nebr.

**For Accurate Moisture Tests
use our Grain Dealers Air Tight
Cans for forwarding your grain
samples.**

**ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.**

Prevent
CLAIM LOSSES
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**TYDEN
CAR SEALS**

Bearing shipper's name
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6000 SHIPPERS
Are now using them.
Write for samples
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INTERNATIONAL SEAL & LOCK CO.
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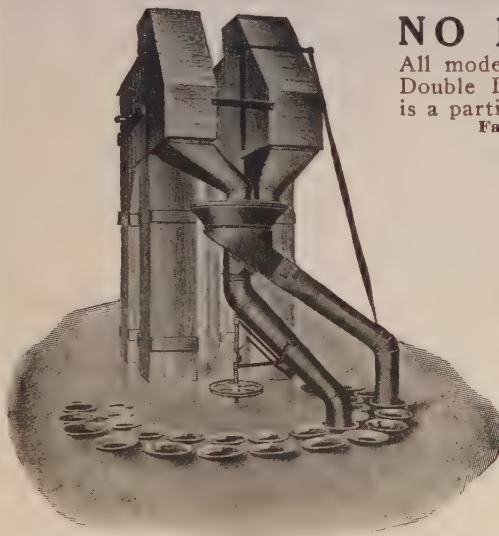
**NO EXPERIMENT**

All modern elevators use the Ibberson Double Distributing Spout. Following is a partial list of users:

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And many more. This spout is worth your attention. For particulars, write

JAMES J. GERBER
Minneapolis, Minn.

**TORSION BALANCE**

Corn Grading
Grain Moisture
Bean and Seed Testing Scales
Special Scales for Special Purposes

Torsion Balances

—have—
No Knife-edges—No Friction—
No Wear—No Concealed
Bearings

Used by U. S. Dept. of Agriculture, Test-
ing Stations, Grain Elevators, Seedsmen,
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WRITE FOR SEED PAMPHLET

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MAIN OFFICE Factory
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Pacific Coast Branch
49 California St., San Francisco, Cal



Style No. 6000
Corn Grading Balance

CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

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315 So. La Salle Street, Chicago, Ill.

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cyclone
in the
true sense
of the word
has force of
air without any back draft.

**The New "1905"
Cyclone Dust Collector**

By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

The Knickerbocker Co.
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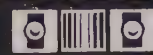
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by advertising directly
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SCIENTIFIC



SCIENTIFIC MANAGEMENT

has converted many a losing concern into a paying establishment. And in the grinding business many millers are deriving all the benefits of scientific management without paying for the service of an efficiency engineer.

There is no secret to success. Take any conspicuously successful milling concern, trace the reason for its expansion—and what will you find?

You'll find a plant equipped with the most improved type of equipment—a plant always looking out for labor-saving and cost-cutting devices—for machines that will cut power and equipment costs and keep operating expense at the minimum.

Bauer
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Ball Bearing ATTRITION MILLS

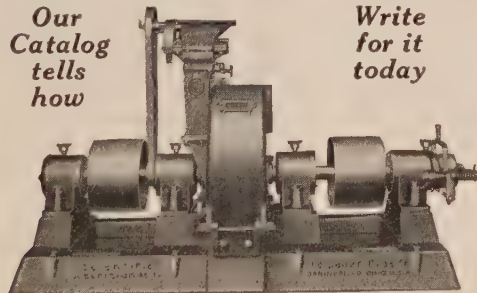
offer you a means of making a greater profit out of your business. Hundreds of the country's most astute millers have been far-sighted enough to discard machines that were giving them satisfactory service—and a comfortable profit—in order to make room for this superior equipment.

These mills have the good health habit—they never get out of order. They are built for service, by experts in grinding machinery, and backed by years of experience. They are money makers and money savers from the word go.

If you want to make 1918 your "big" year—join the ranks of the successful users of Bauer machinery.

*Our
Catalog
tells
how*

*Write
for it
today*



15 to 100 H.P. Belt or Motor Driven

THE BAUER BROS. CO.

Formerly Foos Mfg. Co.

506 Bauer Bldg.

Springfield, Ohio



SCIENTIFIC



Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KANSAS



1500 Ton All Steel
Coal Storage Tank

G-W COAL ELEVATORS and CONVEYORS

repay their costs many times over in the saving of time, labor and demurrage.

If your conditions are different the hundred or more illustrations in our Catalog may suggest a solution of your problem.

We design and manufacture Coal Elevators, Conveyors, Belt and Apron Conveyors, Pockets, Screens and Chutes, Wagon Loaders, Bagging Hoppers. Write for Catalog No. 16G.

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Chicago Office: 565 W. Washington St.

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SUPERIORITY OF STANDARD SEED CLEANERS

is certain, because equipped with our Patented Improvements which are positively essential to proper working, efficiency and economy of operation.

No. 131-B

STANDARD CLEANER

illustrated above, will be found of maximum ability and service for every variety of field seed and seed grain. In our descriptive circulars are shown cleaners of all sizes and for every cleaning purpose. Let us send them to you.

THE INTERNATIONAL MFG. CO.

Crestline, Ohio

BOWSER FEED MILLS

Crush ear corn (with or without shucks) and grind all kinds of small grain.
Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog
and folder about the value of different feeds and manures.

The N. P. BOWSER CO.
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CLARK'S GRAIN TABLES FOR WAGON LOADS

(Thirteenth Edition)

The best and most complete edition of these popular reduction tables ever issued. It contains 12 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on heavy tough Manila stock. It is reinforced at back with cloth. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,090 lbs. on 10-pound breaks. The table shows the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barely at 50 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 31½ cents in ½ cent rises.

Order Form 4090 WL. Price 60 cents.

GRAIN DEALERS JOURNAL

305 S. La Salle Street

Chicago, Ill.

OUR IMPROVED RAILROAD CLAIM BOOK

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of the claim.

Form A is designed to prove claims for Loss of Weight in Transit.

Form B—Loss of Quality Due to Delay in Transit.

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Form D—Loss in Market Value Due to Delay in Furnishing Cars.

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These five forms are well bound in three styles, as follows:

Form No. 411-A contains 100 sets all Form A. Price \$1.25.

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Send all orders to

GRAIN DEALERS JOURNAL

315 South La Salle Street

CHICAGO, ILL.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE

FOR SALE—\$5,000 buys my elevator in Northeastern Illinois. Good grain point. C. J. Meyer, New Lenox, Ill.

FOR SALE—30,000 bushel capacity elevator complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

20,000 BU. ELEVATOR for sale. 10 car warehouse. Electric power, on Burlington R. R. Just completed. Address R. V. Seward Sons Grain Co., Plattsburg, Mo.

INDIANA Elevator for sale; owners cannot give business the attention it requires. Coal sheds, tool house, all built two years ago. Address Avenue, Box 2, Grain Dealers Journal, Chicago.

ILLINOIS Elevator for sale—20,000 bu. capacity, additional oats storage for 30,000 bu., connected with drag. Selling on account death of owner. Address Andrew Dennis, Ellsworth, Ill.

FOR SALE—Elevator located in central Iowa, doing a good Grain, Flour and Feed business. Best of competition. Good reason for selling. Address Lock Box 403, Marshalltown, Iowa.

INDIANA Elevator for sale—located in a thriving section of Northern Indiana, 12,000 bu. capacity, electric power, fully equipped; coal, feed and cement business. Address Feed, Box 2, Grain Dealers Journal, Chicago.

FOR SALE—2 country elevators, one Eastern Central Indiana, one Southeastern Indiana. Feed, flour, coal and other side lines in connection. Will sell outright, or will dispose of interest to right party. For price, etc., address S. & M., Box 2, Grain Dealers Journal, Chicago.

FOR SALE—80,000 bu. terminal elevator, known as the Gale Bros. Elevator. Equipped with dryer and all necessary machinery for handling any kind of grain. Can show good profits. Would sell interest to right party who would assume management. Price \$35,000.00. Could not be built for twice this amount. J. R. Stafford, Cincinnati, Ohio.

ELEVATOR—15 M. bu. capacity, equipped with corn sheller and meal roll, as well as for small grain. Good feed and flour trade, and a big crop to move now. In good repair, with a 25 H. P. oil engine which is new. Only elevator in town. Reason for selling, owner is in the draft. Be quick if you want it. Harriman Elevator Co., Green Ridge, Mo.

FOR SALE.

Central Ill. location. Grain, coal, lumber, building material and implement business. Elevator building cribbed; oat storage, concrete tanks. Capacity 65,000 bus. Gas-kerosene power; modern equipment, yearly shipments 250,000 bus. Address Center, Box 7, Grain Dealers Journal, Chicago, Illinois.

No need for formalities—You don't need an introduction to Journal Want Ads.—They will help you without, whatever your problems may be.

ELEVATORS FOR SALE.

ILLINOIS Grain Elevator. 60,000 bu. capacity; on the I. C. Ry. For particulars, address Law, Box 8, Grain Dealers Journal, Chicago, Ill.

MONTANA Elevator for sale—in the best grain point in the state, \$1500 cash, balance on easy terms until May 1st, 1920. Address Opportunity, Box 9, Grain Dealers Journal, Chicago.

OHIO Elevator and coal yard in Northwestern Ohio. Price \$16,000. Will pay 40% dividends; no trades. If you mean business, address Fair, Box 8, Grain Dealers Journal, Chicago.

IDAHO—20,000 bu. Elevator, built 1917, 50x80 ft. warehouse, modern potato cellar under entire warehouse. Implement and Live Stock business. Large Hay & Seed business. Irrigated country, with no better water rights to be had. Near Twin Falls. Address Falls, Box 2, Grain Dealers Journal, Chicago.

FOR SALE—12,500 bu. Iron Clad Elevator, equipped with sheller, cleaners, loader and manlift, cribs and warehouse. Meal and chop mills. Do a good feed and flour business. In good locality and best location in town. Reason for selling, I am getting too old to operate, and my son is going to war. Would trade for some good Okla. land. Address Haskell Grain & Elvtr. Co., Haskell, Okla.

DYNAMOS—MOTORS.

MOTORS OF ALL KINDS and sizes, for sale. Write Osborn, 1505 Commerce Bldg., Kansas City, Mo.

FOR SALE—35 H. P. 3 ph 220 V., 60 cy., 680 R. P. M. Ideal slipring motor, with base and compensator, \$500. Burge Mach. Wks., 218 N. Jefferson, Chicago.

SCREENINGS WANTED

WANT TO BUY Grain and Seed Screenings of all qualities; send samples for bids. The Moses Rothschild Co., Chicago, Ill.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

FEEDSTUFFS.

WANTED—Ear and Shelled Corn. Timothy, Mixed and Alfalfa Hay, Bran, Middlings and all other mill feeds, straight or mixed car loads. Quote delivered prices and send samples. Peninsula Produce Exchange of Md., Pocomoke City, Md.

CUNINGHAM COMMISSION COMPANY, LITTLE ROCK, ARK.

ALWAYS in the market for flour, bran, shorts, mill feeds, screenings and various offals suitable for mixing feeds. Also corn and oats.

LET US HEAR from you, if you have any of these to offer.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

ELEVATORS WANTED.

WANT to buy or lease—several elevators in good Kansas or Oklahoma wheat territory. Address Star, Box 1, Grain Dealers Journal, Chicago.

WANT TO BUY or lease elevator in good Iowa or Illinois grain territory. Address H, Box 2, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE

A BARGAIN—30-bbl. Capacity flour mill, with corn mill, saw mill and small farm. Write G. C. Stone, Hurt, Va.

FOR SALE—25 Bbl. Midget Mill, running and doing good business. Good Reason for selling. None but prospective buyers need answer. Write The Ray Midget Flour Mill, Ray, N. Dak.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

JAMES M. MAGUIRE — elevator broker, 6454 Minerva Ave., Chicago.

Have for sale a fine selection of elevators in Illinois, worth the money. Can use a few more if priced right. Always glad to hear from prospective buyers.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

BUSINESS OPPORTUNITIES.

IF YOU WANT to sell or exchange your property, write me. John J. Black, 57th St., Chippewa Falls, Wisc.

WANTED—Experienced grain man to take active interest in extensive elvtr. business in Montana. Must have some capital to invest. Give qualifications and exper., first letter. Address Montana, Box 2, Grain Dealers Journal, Chicago.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

SITUATIONS WANTED.

POSITION wanted as buyer for good grain firm. 10 years experience. Married. Can give A. 1 references. Lock Box 262, Hooper, Nebr.

WANTED—Position as manager of Farmers or Line Elevator. 6 yrs. experience. Good references. Address Milo Cook, Kennebuc, S. Dak.

WANTED—Position as general manager of Elevator. by competent, experienced young man. No job too large. Address Ohio, Box 2, Grain Dealers Journal, Chicago.

POSITION WANTED—As Grain Buyer. 11 yrs. experience. Can furnish A. 1 references as to my ability. For particulars, address Abc, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as active manager of Grain Elevator or General Produce Business. Experienced in business and with grain cleaning machinery. Address Otis, Box 2, Grain Dealers Journal, Chicago.

Wanted—Position by married man, 35 yrs. of age. 18 years' experience in Grain Business. Capable of taking full charge of plant. If you want a man to loaf around, don't answer. Address Full, Box 12, Grain Dealers Journal, Chicago.

WANTED by JAN. 1st: Man with 20 yrs. experience in Grain business, who has also handled stock & other side lines, wants to make a change. Will consider either Farmers' or Private Co., or will travel. Address, Sub., Box 8, Grain Dealers Journal, Chicago.

WANTED—Position as manager with farmers elevator, or some good private concern. Thoroughly experienced in grain and feed business. Prefer Western Nebr., Eastern Colo., or Wyo. Would invest in right proposition. Address Long, Box 1, Grain Dealers Journal, Chicago.

PARTNERS WANTED.

MILLER WANTED for a partner. \$5,000 capital will buy one-half interest in \$15,000 plant. Can furnish the grain from our elevator. Mill idle, miller dead. Elevator running. Davis Mill Company, Plattsburg, Mo.

HELP WANTED.

WANTED—Experienced man to take care of our track buying business. Address Cockley Milling Co., Lexington, O.

WANTED—Experienced, capable elevator man over thirty (30) years of age, to operate country elevator, buy grain and sell mill products. Must have ability and come well recommended. Address Guthrie Mill & Elevator Co., Guthrie, Okla.

YOUNG MAN of ability, experienced in the Western grain business, wanted as Chicago representative of a grain export house. Party with Board of Trade experience and initiative for up-building of business, preferred. Address applications, Produce, Box 1, Grain Dealers Journal, Chicago.

WANTED—Manager for modern farmers elevator, handling grain and coal. Must be a live wire, have some pep and not afraid to work. Must be a good book-keeper, and experienced in grain business. State your case fully in first letter, and tell us salary expected. Farmers Grain, Fuel and Supply Co., Macomb, Ill.

FEMALE HELP WANTED.

CORRESPONDENT and Entry clerk, who can type own letters. Permanent. Address A. K., Grain Dealers Journal.

TYPIST of experience in Grain Trade wanted. Must have good education, and operate machine rapidly. Address News Editor, Grain Dealers Journal.

ASST. BOOK-KEEPER wanted. Give full particulars regarding experience, ability and salary. Address Cashier, Box 1, Grain Dealers Journal.

MOISTURE TESTERS.

FOR SALE at a bargain—two compartment moisture tester with scales and all necessary equipment. Apply Franke Grain Co., Chamber of Commerce, Milwaukee, Wis.

STORAGE TANK FOR SALE.

FOR SALE—10,000 bus. Steel storage grain tank. For further particulars, address Walker & Crane, Sandborn, Ind.

ENGINES FOR SALE.

ONE 16x36 Harris Corliss engine, made in Providence, R. I. For particulars, address Stipp & Company, Carrollton, Missouri.

FOR SALE—35 H. P. Olds gasoline engine, now in use. Sheller having been taken out of elevator, a smaller engine will do the work. Wayne Bros. Grain Co., Delavan, Ill.

FOR SALE—35 H. P. engine, I. H. C. double cylinder. Has been run 2 years. Cost \$1400 new, will sell at less half price. Reason for selling, installing electric motor. Agenda Mfg. Co., Agenda, Kas.

FOR SALE—1-40 H. P. Foos Gas or Oil engine. 1-25 H. P. Meitz & Weiss Oil Engine. 1-15 H. P. Wagoner A. C. Motor, single phase, 110-220 volts. New. Highland Light & Power Co., Highland, Kas.

FOR SALE—One 10 horse Temple Pump Co. gas engine, in good running condition, \$70.00. One Nordyke and Marmon Plantation Mill, 18 inch buhrs, in A-1 condition, \$65.00, track Afton. Also lineshaft hangers and belt in good condition. F. S. Spencer, Afton, Iowa.

ENGINES for MILLS, ELEVATORS, FACTORIES and Farms; for AUTOS, TRUCKS, BOATS, ICE SLEDS and HYDROPLANES. Largest dealers in engines for every purpose from 1 to 100 HP. State your power needs and let us quote. Badger Motor Co., Milwaukee, Wis.

WRITE FOR LIST OF

\$50,000 stock of new and used Pulleys, Shafting, Hangers and every description of Power Transmission Machinery.

LEATHER, RUBBER and CANVAS

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MACHINERY SUPPLY CO.

527 N. 2nd St. St. Louis, Mo.

STEAM ENGINES—BOILERS.

FOR SALE—A new Chandler & Taylor 10x12 cylinder engine, and 4x12 boiler which has never been used. Kinsey Bros., North Manchester, Ind.

FOR SALE Boilers 35-45 & 90 H.P. Engines 20-50-60 & 150 H.P. Gas Engines 6-10-15 & 25 H.P. Heaters, Pumps, Stacks. Casey Boiler Wks., Springfield, O.

CORLISS ENGINE 14x36. Excellent second-hand condition. Immediate shipment. Also boilers, all sizes and makes for immediate shipment. J. F. Davis, 1409 Harris Trust Bldg., Chicago.

FOR SALE—80 H. P. Buckeye engine with boiler complete. Plant can be seen in running order. Inadequate water supply forces us to install electric power. Address P. M., Box 2, Grain Dealers Journal, Chicago.

FOR SALE—250 H. P. Erie City vertical water tube boiler and 200 H. P. Buckeye engine; both in first class condition; they have been used only a few years and have never been overloaded; must be seen to be appreciated. Cutsinger & Thompson, Shelbyville, Ind.

ENGINES WANTED.

WANTED—30 to 50 H.P. Oil or Gasoline Engine. Must be cheap and in good order. Box 116, Muleshoe, Tex.

MACHINES WANTED.

WANTED—Fly Wheels for 25 H. P. Columbus Gas Engine. C. W. Pontius, Lewisburg, Ohio.

WANTED—One up-to-date Sprout Wal-dron 24-inch Attrition Feed Mill with Motors attached. One combined sheller and cleaner equipment for two stands of grain elevators, about 75 feet high, 18x7 buckets, two steel grain tanks, 5,000 to 10,000 capacity each. One automatic grain scale, capacity 1,000 to 1,500 bushels per hour. One second-hand railway track scale. None of the above considered unless in first class condition. Same is wanted immediately. Wire or write Brandt & Hollerbaugh, Van Wert, Ohio.

SCALES WANTED.

WANTED—Automatic Scale, 5 or 6 bu. Hopper. Piel & Baker, Vincennes, Ind.

SCALES FOR SALE.

SCALES FOR SALE—Wagon, platform, balance and counter scales. Expert repairing. Kansas City Scale Exchange, 7th & Delaware, Kansas City, Mo.

FOR SALE—30,000 lb. Fairbanks Hopper scale. In first class condition. Timbers sound and good. If interested, address Farmers Elevator Co., Bennet, Nebr.

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50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes; Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

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1009 West Ohio Street Chicago, Ill.

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FOR SALE—10 oil engines, 20 grain cleaners, 50 grinders, 100 roller mills, pulleys, hangers. Half price, like new. A. D. Hughes Co., Wayland, Mich.

FOR SALE—One No. 8 Boss Car Loader, guaranteed good as new. One Webster swivel Bin Bottom, 12-inch. Two 8-inch wrought steel Turn Heads, with new slides. Address A. H. Richner, 211 Whillock Ave., Crawfordsville, Ind.

FOR SALE—Sutton, Steele & Sutton No 112 Seed separating and grading machine. Practically new. A bargain for cash or might trade for Alfalfa or other Field Seeds. It will pay you to investigate this. Pittman & Harrison Co., Sherman, Tex.

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Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,
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1086 feet 18 inch—4 ply Rubber Elevator belting with 16x5 Steel Grain buckets attached. Buckets are for Grain only—Brace in center. In first class condition. 280 ft., 13 inch—4 ply Rubber Elevator belting with 12x6 Minneapolis V Buckets attached—12 inches apart. In first class condition.

- 1—No. 409 "Eureka" Barley Separator, capacity 800 bu. per hour.
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- 1—No. 175 "Eureka" Dble. Receiving Separator, capacity 60 to 200 bu. per hour.
- 1—No. 453 "Eureka" Cracked Corn Separator, capacity 125 bu. per hour.
- 1—9" Caldwell Trolley Spout (new).

All the above guaranteed for all practical use as good as new.

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WANTED—Snap Corn, Oats and Hay. Write or wire W. H. Finley, Ferris, Texas.

WE WANT TO BUY a car each Spring Rye and Kafir Corn. Sample and quote. Vogeler Seed & Produce Co., Salt Lake City, Utah.

WE ARE IN THE MARKET for ear corn, also oats. Quote us at once. The Horn Bros. Co., Monroeville, O.

WANTED—Ear Corn, sacked oats, maize heads and hay. Mention best price delivered, group three. O. W. Sanders, Coolidge, Texas.

WANTED—Snapped and shelled corn, Red, White and mixed oats, oat straw, shredded fodder, Timothy, Prairie, Alfalfa and all kinds of Hay. Reinhart & Company, Wholesale Grain, Hay & Field Seeds, McKinney, Texas.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

HAY WANTED.

WANTED—Hay and straw, all kinds Buckwheat grain. The Hamilton Co., Cleveland, Ohio.

WANTED—Alfalfa, Prairie, Timothy Hay, Snap Corn, Oats and Mill Feeds. Will buy in large or small quantities from any place.—A. S. Lewis Gr. Co., Dallas, Texas.

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may grow anywhere, but you are sure to reap a bountiful crop of large orders when planted in our "Seeds Wanted-For Sale" department.

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Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McCauseland, Sam'l, ryegrass and dogtail.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field, garden seeds.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

GIBSON CITY, ILL.

Noble Bros., whse. seed merchants.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, gra. & fld. seeds. Lewis & Chambers, whse. seed merchants. Louisville Seed Co., clover & grasses. Wood, Stubbs & Co., grass & garden seeds.

MACON, GA.

Georgia Seed Co., field and garden seeds.

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Schwill & Co., O., garden and field seeds.

Russell Seed Co., all southern seeds.

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PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

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SEEDS WANTED.

WANTED—Off grade clover seed and tailings. Submit samples. A. R. Kerr & Co., Bellefontaine, O.

SEEDS WANTED—We wish to buy Red, Alsike, Sweet and White Clover, Sudan, Amber and Orange Sorghum, Millet, Cowpeas, Kentucky Blue, Orchard Grass, Vetch and Field Pea Seed. Give germination; send samples with quotations. Peninsula Produce-Exch. of Md., Pocomoke City, Md.

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FOR SALE—3,000 bu. "Iowa 103," oats. Write J. H. Burgy, So. Amana, Iowa.

FOR SALE—A carload of yellow dent corn, that contains a high percentage of seed. Has been tested by the University of Minnesota, and showed a germination test of 79%. Will take \$1.75 at our track, 75 lbs. basis. Milroy Farmers Elevator Co., Milroy, Minn.

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Seed Oats Spring Rye
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Wheat Screenings, Cane Seed, Salvage Wheat, Kafir Corn. Write or wire for prices.
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SEEDS FOR SALE

Sunflower seed for sale.
Eberts Grain Co.,
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FOR SALE—Superfine tested Perennial
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John Lytle & Sons, Ltd., Belfast, Ireland.

SEEDS FOR SALE.

FOR SALE—Fine new crop Timothy
seed. Send for samples. A. D. Hayes Co.,
New London, Iowa.

FOR SALE—Red Clover, Timothy and
Montana-grown variegated Alfalfa. North-
ern Field Seed Co., Winona, Minn.

SEEDS FOR SALE.

FOR SALE—Alsike and Timothy Seed.
For prices, write Walter G. Trumpler, Tif-
fin, Ohio.

FOR SALE—Car-load lots, Broom Corn
and Golden Millet; also Dwarf Cane
seed. The Spelts Grain Co., Sterling,
Colo.

WE specialize in German Millet, and
can offer carlots or less for sale. Corre-
spondence solicited. D. H. Clark & Sons,
Galt, Mo.

RUDY-PATRICK SEED CO.

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KANSAS CITY, MO.

WOOD, STUBBS & CO.

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Ky. Blue—Orchard—Red Top
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Continuously in the Grass Seed Business for
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CLOVER SEED

Direct from the heart of the Clover
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have to offer.

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IN TON AND CAR LOTS

DELIVERED YOUR STATION

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NEW YORK CITY



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Want carlots and less from any direction. Also
GERMAN MILLET, SUDAN GRASS, COW PEAS.
We offer in carlots ALFALFA SEED, KAFFIR.

The O'BANNON COMPANY
SEEDSMEN—CLAREMORE, OKLA.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE

ASK FOR SAMPLES AND PRICES on Alsike, Red and White Clover Seed. We are located in the heart of Wisconsin's fertile producing section. Oshkosh Seed Co., Oshkosh, Wis.

FOR SALE—"CANADA" Field Peas. No Weevils. Also 100% stock seed of French June, Chang, Carleton and Bangalla Field peas. 20 years in the pea business. Edw. E. Evans, West Branch, Mich.

SUDAN GRASS SEED—We specialize in its production and take care to have it pure and clean. Seed very scarce. Price \$28.50 per hundred, carload, f. o. b. J. F. Thweatt, Gouldbusk, Texas.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

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Orchard Grass

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Ryegrass

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FOR SALE—Black Hills alfalfa seed; \$5 per bushel. For sample, send stamp to Brookside Farm, Buffalo Gap, S. D.

FOR SALE—Marquis and Durum Spring Wheat. Swedish Select Oats, Sudan Grass. Barkemeyer Grain & Seed Co., GREAT FALLS, MONT.

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of the week's grain and seed markets is afforded readers of Southworth's Weekly. Hop aboard. Sample trip on request.

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Grain—Seeds—Provisions

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We pay top prices for seeds. Your track or Toledo. Send samples. **CLOVER** TOLEDO, OHIO Samples, prices and our market letter upon request. Cash and futures. **ALSIKE TIMOTHY ALFALFA**

The Seed Terminal of the Northwest Northrup, King & Co. of Minneapolis, have the facilities, equipment and logical position to supply seeds to advantage.

FIELD SEED—Car lots or less, Northern grown. **GARDEN SEED**—Hardy Varieties, large or small lots. **ONION SETS**—We grow and sell thousands of bushels.

POULTRY FEED—Our formulae or special milling. **NORTHROP, KING & CO., MINNEAPOLIS**

Crabbs Reynolds Taylor Company

Crawfordsville, Indiana

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SEEDS FOR SALE

FOR SALE—500 bu. good yellow corn that grows. Tests from 82 to 96, average, 90. Will sell any amount. \$4.50 per bu. if sold at once. Richardson, 947 W. 9th st., Des Moines, Iowa.

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That order for clover or timothy futures

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Ask for Samples

Crawfordsville Seed Co.

Crawfordsville, Ind.

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Clover

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Milletts

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Popcorn

Lawn Grass

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ASK OUR BIDS BEFORE SELLING. BUYERS, RECLEANERS, SELLERS. WRITE OR WIRE FOR SAMPLES AND PRICES.

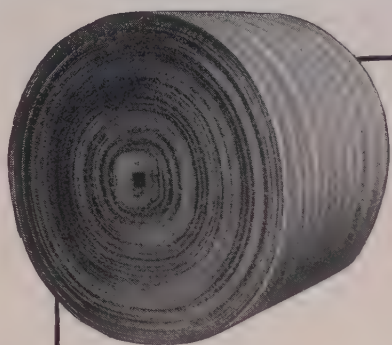
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World-Wide EXPERIENCE

Has Shown That

**The Better the Belt—the Cheaper
in the Long Run**

THERE is no question but that the number of interruptions in the grain elevator routine, due to unreliable grain belts, takes decided slump for the better with the substitution of a thoroughly good belt made by

GOODRICH

Not only that—but it means the beginning of cumulative economies in labor, time and repair expense, which not infrequently mount up to the sum total cost of a new belt, and more, in a

year's time. Why court difficulty by the use of any belts but the best? It's like *saving* at the spigot while *losing* at the bung-hole.

Start Saving now—Buy Goodrich.

THE B.F. GOODRICH RUBBER COMPANY

Makers of the Celebrated Goodrich Automobile Tires—"Best in the Long Run"

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GRAIN DEALERS JOURNAL

[Incorporated]

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THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaving grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, JANUARY 25, 1918

THE WELL coopered, carefully lined car always does its full share to help conserve our food supply and reduce shortages. Try it and help to feed the Allies.

KEEP pressing railroad officials for cars you actually need, but avoid ordering more than you can load promptly, as the new demurrage rates make the delay of cars an expensive luxury.

DELAYING cars even for a day is likely to make it increasingly difficult for an elevator man to obtain other cars and sure to increase his demurrage charges alarmingly. Keep the food laden cars moving forward. Help to relieve the congestion.

WELCOME to our midst! A few more wheatless, meatless and porkless days have been invented. The idea of making hen fruit taboo on certain days is being considered. The Fuel Administration has presented the nation with ten heatless, workless Mondays. A sleepless night might help some, it could be used for strafing the Kaiser. Somewhat timidly and awkwardly the thought is advanced that clotheless days be not introduced until sometime in June.

GRAIN ELEVATORS, feed mills, flour mills, cereal mills, binder twine plants are among the operators not required to observe the ten heatless-powerless Mondays—the Garfield Holidays.

WHAT has become of the 1917 oat crop? Why does it not swell the primary market receipts? Did growers delay selling until this year so as to avoid swelling their 1917 incomes? Where are the oats?

ANOTHER quibbling contention of the carriers has been knocked out by the U. S. Supreme Court. It has sustained the ruling of the lower courts to the effect that shippers awarded reparation by the Interstate Commerce Commission for freight overcharges may recover the excess without proving actual damages and without proving that they had not passed on the over charge to the next handler or consumer. With this decision confronting them the grain carriers may not persist so stubbornly in collecting freight in excess of the legal schedule.

BULK HANDLING virtually has been accepted as the only method by which it will be possible to move this year's crops of the Pacific Northwest. Producers and dealers have clung to the sack for decades, but the world war has taken this reliance from the trade. The alternative is bulk handling to be carried on without adequate facilities. Many elevators have been built and many others are being planned, but the present outlook is for the introduction of bulk handling methods in many localities before facilities for carrying on the work have been provided. A suggestion very much to the point is this: Growers marketing their grain in towns where there are elevator facilities should waive their right to use sacks thus placing the supply available at the command of growers who market at points where there are no elevators.

TWO OF THE KAISER'S most faithful and efficient aids are still abroad and unusually busy. One of these is known as Von Lightning, the other is Herr Locomotive Spark. Of course the Attorney General should order them interned for the duration of the war, but he hasn't. The next best step is for the country elevator operator to safeguard his premises. Rodded elevators are not destroyed by lightning; locomotive sparks are harmless when an elevator is iron clad. Reports from South Dakota show the destruction of \$138,380 worth of property, much of it grain, by eighteen elevator fires. Two of the fires were caused by lightning, three by the festive locomotive spark. Five were of incendiary origin. This report shows the elevator owners can do something to protect themselves and at the same time help conserve the food resources of the nation. Protect your elevator against the known hazards by adopting known and approved precautions.

SEED CORN which will germinate will soon be in urgent demand, so grain dealers who wish to handle a large crop of better corn next fall will exert themselves to locate the necessary seed of quality.

DEMURRAGE rules issued by McAdoo were made to cover all freight alike and overlooked the exception always made hitherto in favor of grain. Vigorous protest should be made against the accrual of demurrage until after the receiver has received the inspection certificate. Neither shipper or receiver has aught to do with the inspection and can not be fairly charged for the delays of others.

WHEN the price of corn for future delivery gets up to or exceeds the cash price country elevator men will not hesitate to buy merchantable corn as the farmer offers it, regardless of the car situation. The chance of \$1.75 corn heating before the elevator man can market it is enough to satisfy the speculative fever of any dealer without depriving him of protection against price decline.

A MEMBER OF CONGRESS returning from France reports that "Control of shipping by the quartermaster's department has resulted in available tonnage rendering 30 per cent efficiency." Mr. Miller adds, "I have not the slightest hesitation in saying that the blame for all this inefficiency belongs in one place, Washington." Yet there are those who believe government operation of our railways will improve shipping conditions.

EXTORTIONATE demurrage charges may reduce unnecessary delay of cars by private individuals, but most of the congestion at the Atlantic ports is due to the crowding of the terminals with Government goods. If the war supplies could be forwarded with some regard to when the ship would be ready to receive them, or even assembled in orderly fashion, their export would be expedited and the delay of other freight obviated. Fortunately for the grain shippers of the land little grain is tied up in the terminal tangle.

NORTH DAKOTA'S cocksure grain inspector asked the state railway commission to revoke the inspection licenses of a number of grain buyers of that state, whose long experience in handling North Dakota grain fitted them to classify it far more accurately than the so-called chief deputy. After his complaint was dismissed the grain dealers turned the tables on the trouble maker and now ask that he be required to show legal authority for his position and charge him with willfully and maliciously discriminating between licensed buyers of the state. Some political barnacles seem not to know when they are well off.

LOYALTY is to be superimposed on all holding policies in the Farmers' Mutual Insurance Cos. of Minnesota. These companies will not issue policies to disloyal persons. Policy holders who attempt to hinder by word or act the enforcement of any law or regulation framed for the prosecution of the war, or who attempt to discourage investments in Liberty Bonds will have their policies canceled.

FEDERAL GRAIN inspectors are provided for each county of Oregon and Washington by a bill introduced in Congress by Representative Sinnott. Evidently the gentleman has just broken into politics and feels duty bound to do something for his section. The newspapers and *Congressional Record* are heavily burdened with continued stories and exposures of alarming inefficiency of office holders, yet the lazy and thotless persist in unloading all their trying problems onto Uncle Sam.

WHILE the Food Administrator may not see fit to reduce the price of wheat of the 1918 crop to the \$2 guaranteed by the act of Congress to be paid for No. 1 Northern Spring or its equivalent "*at the principal interior primary markets*," he can keep the wheat elevator operators who refuse to sign his agreement in fearful suspense by refusing to give advance notice of price reduction. Wheat handlers who sign the agreement will be protected against any decline in the Grain Corporation's price-basis.

THIS DUST explosion problem really should be handled by an automobile engineer, one who understands carburetors. An internal combustion engine creates power by igniting a proper mixture of air and gas and a dust explosion is the outcome of igniting a proper mixture of dust and air. No, the suggestion is not made that elevator dust be used to drive the motor cars of the country, because that idea is now being tried out. The thing to do, of course, is to prevent a proper mixture of dust and air in the elevator and the very best way to do that is to keep your elevator clean. It's an old-fashioned remedy, nothing new or novel about it, but it is the most effective remedy any elevator operator ever employed. Try it yourself.

CORN containing over 20% moisture will not stand confinement in a box car if the temperature rises above the freezing point. Shippers having such corn should keep it moving until they can get cars for quick shipment to a drying point. Never have country corn handlers without drying facilities stood in line to lose so heavily as during the next three months. The risk in shipping corn with excessive moisture content during the present congestion of transportation facilities is too great for the dealer of average capital to undertake. If you can not resist the temptation to handle wet corn, buy it on a wide margin, sort it carefully, clean it thoroly, blow it often and ship it in small loads to the nearest drying point. Blessed is the corn shipper with a modern drier.

D. J. McPHERSON has been exchanging worthless checks on a Gadsden, Ala., bank for perfectly good money belonging to grain dealers. Read elsewhere in this number of his swindling methods and beware.

WHAT'S NEXT! Food, fuel, railroads are being administered, and there are other Boards, Commissions, Administrators, Buros and Sub-buros galore. On top of it all along comes Congress and stirs up the mess with results that are not altogether satisfactory to the olfactory nerves, and bringing into the lime-light the query: Can a Republic go to war without first doing more damage to itself than to the enemy?

ONE FIFTEENTH cent per bushel of wheat per day is not enough to cover storage, insurance and interest because few bins earn storage on their full capacity and many will earn storage only on a small percentage of their capacity. Interest, taxes and insurance will amount to more than 1/15 cent per day, so that the elevator operators will have nothing left to pay operating cost or repairs. Elevator operators are entitled to at least the actual cost to them of holding grain for the Grain Corporation. Unless they ask more they seem unlikely to receive it, in fact the new agreement which elevator operators are requested to sign provides for only 1/20th of a cent per bushel per day when the cars are not obtainable.

Loaning 70% on Warehouse Receipts.

Rule 5, issued by the Food Administration Nov. 1, limits the amount to be loaned by warehousemen to 70 per cent of the market value of the commodities on which the loan is made. This rule is addressed to all licensees storing foods and feeds or their ingredients, including, of course, grain and grain products.

On Dec. 24 the Treasury Department addressed a request to all National Banks for their co-operation in insuring the observance of the rule. Since the rule was promulgated there has been so very little grain in terminal elevators that the restriction has not borne heavily on the grain trade.

National banks of Chicago as a rule are limiting their warehouse loans to 70 per cent, as requested, but, as stated, advances of this character on grain and grain products have been far below normal. If better transportation shall bring in a surplus of corn and oats, the rule will work a hardship on owners of grain in terminal elevators.

If the railroads are given and exercise the privilege of putting grain in storage as quickly as possible after it reaches destination, in the event prompt disposition is not given, advances on bills of lading, on which no restriction is placed, will be transformed into advances on goods in storage, and the 70 per cent loan provision will apply.

The intent of the rule was to prevent the hoarding or withholding of foods by placing this limitation on the quantity that can be carried. Its effect on the grain and feed industries is not yet apparent.

What Has Become of the Corn and Oats Crops?

The U. S. Bureau of Crop Estimates reported the 1917 crop of corn at 3,191,083,000 bus., and of oats at 1,580,714,000 bus., against 2,583,241,000 bus. corn and 1,251,992,000 bus. oats for 1916. Of these greatly increased crops the visible supply on Jan. 19 contained only 3,976,000 bus. corn and 16,145,000 bus. oats. A year ago the visible supply contained 8,558,000 bus. corn and 46,500,000 bus. oats.

Exports from July 1 to Jan. 19 have been 11,652,000 bus. corn and 82,237,000 bus. oats; against 26,354,000 bus. corn and 67,780,000 bus. oats for the corresponding period of the preceding crop year. These compare unfavorably with the 208,000,000 bus. of corn exported in 1898 and 96,809,000 bus. of oats exported in 1915.

The visible supply contained 46,813,000 bus. of all kinds of grain Jan. 19, against 111,626,000 bus. wheat, corn, oats, rye and barley on Jan. 20, 1917. The present stock of 46,000,000 bus. could be placed in the elevators of Chicago alone. Considering that the 19 important grain centers have a total storage capacity of several hundred million bushels, it is seen that the central market elevators are practically empty. Where is the grain?

As the grain has not been exported or moved to the terminal markets the logical deduction is that it is back on the farm or that the Department of Agriculture overestimated the crops.

Under a well regulated control of the grain trade there should be in store 250,000,000 bus. of grain in a strategic position in the terminal market elevators to meet the exigencies of transportation and the necessities of war. This most desirable condition, however, will not occur as long as the Food Administration does its utmost to discourage the storage of grain by limiting the permissible time of storage and making it certain that no one can attempt it without loss.

IN THE MATTER of claims for loss and damage to grain in transit the substance of a report prepared by the Interstate Commerce Commission is of more than passing interest. It is shown that the percentage of claims filed to cars shipped for the Wabash is 17.51%; for the Mo. Pac., 16.03%; for the C., B. & Q., 15.22%, for the C. & N. W., 14.46%; for the Great Northern 12.84%; for the Illinois Central 3.44%; for the M., K. & T., 2.65%, while for the Santa Fe and Union Pacific the percentage of claims to shipments were not enough to cause these roads to be investigated. Shipper and carrier are far from agreed on this important matter. Grain men contend they are required to load anything having the appearance of a box car, and subsequently are put to endless trouble to secure an adjustment of claims, many just claims being rejected. Carriers, on the other hand asserts grain shippers spend the greater part of their mental energy devising new pretexts with which to bolster up claims they file. The Interstate Commerce Commission says, "Now be good children, and play together like nice little folks," and there you are with the old knotty problem separating these two vital factors and the search for a Moses to lead them out of the wilderness still unrewarded.

Moving the Corn Crop.

Tardily efforts are being made to unlock the wheels of commerce and permit the immature, uncured corn crop of 1917 to move to market. Railroad men, state officials and officialdom in Washington are beginning to recognize the vast importance of providing means for conserving the value of the great crop of corn produced last year. Money cannot compensate the country for its loss or need-less deterioration.

Thousands of cars will be required to carry the corn to driers or consumers and should be provided immediately. Warm weather will bring rapid deterioration and make the corn virtually worthless for any purpose.

Much of the corn is in the field, and that is regarded as the safest place for it until means of shooting it through to the consumer have been provided. Farmer, grain dealer and terminal elevators are marking time. Consumers are paying extra values for the little corn that gets to market.

This is not the time to attempt to place the responsibility, but it is the time to do something and do it quickly to save the great value the farmers of the country have produced. Unless effective action is taken well, figure it up for yourself. Grain dealers are doing their bit and sending the corn along as fast as they secure cars.

Telegrams from governors and prominent men of the corn belt states are pouring into Washington and the outcome should be action as soon as it is possible for the railroads to give attention to anything but coal, food for humans and munitions.

Don't Build Too Cheap.

Think twice before concluding to accept a plan for an elevator. Then put the matter aside for a few days, or a few weeks if possible, and go back at it from a new angle with restored power of constructive criticism.

Plans submitted by the very best elevator engineers may define a very superior type of elevator and equipment, but it may not suit your needs, and you are the man who is to pay for the building, to operate it and realize a loss or a profit from its operation. Beyond everything else it should conform to your ideas and meet your requirements. Otherwise it will not be a success as an elevator.

When the bids come in do not limit attention solely to the cost of the proposed structure. When considering cost take into account the experience and knowledge of the concern submitting each bid. The lowest price does not always mean the greatest return on the money invested. If possible, take time to look over one or more elevators built by each contractor. Talk with the operators or owners and see how well satisfied they are with the elevator and its equipment. In

this as in many other cases it is far better to be safe than to be sorry.

Another thing, elevator building and equipment represent the greater part of the capital invested in the business. Elevator men would not invest their working capital in grain without a very definite idea of what the grain is worth on the market. Neither should they put money into building and equipment without first determining their going or operating value to the owner.

If you can build and equip your plant to save a small fraction of one cent on each bushel of grain handled, you can afford to increase your investment in "plant and facilities." You build but once. You operate continuously. A small margin of extra profit accruing from operating advantages is within reach of all who build right. Work it out along that line.

Embargoes.

Virtually all railroads are embargoed on certain kinds of traffic. It is true there has been a frightful mix-up in regulations pertaining to the handling of freight. January has been a storm period and the railroads have been able to accomplish little or nothing toward clearing up congestions.

A general embargo on all freight except food, fuel and certain munitions and supplies, has been declared by Director General McAdoo on the Pennsylvania lines, east of Pittsburgh, on the Baltimore & Ohio east of the Ohio River and on the Philadelphia & Reading. It is thought this embargo will last for a few days only.

An embargo has been declared by the Nickel Plate on all carload freight that is to be stopped or held in cars for reconsignment or diversion.

Indiana Harbor Belt (in Chicago) will not accept empty or loaded cars from connections when consigned to Norris Grain Co., or the Keystone Elevator at South Chicago, or for the American Maize Products Co., at Roby, Ind., nor business from the concerns named for delivery for connections via Indiana Harbor. Cars in transit will not be accepted.

New York Central will not accept freight of any description to be held in cars for reconsignments.

Assistant Director General A. H. Smith has placed embargo on Erie on all carloads domestic freight from Erie stations and connections, including switching movement traffic, consigned, reconsigned, to be reconsigned or intended for delivery from a large number of stations. Also, it is stated that consignee, not shipper, must make application for permits for terminal services at eastern seaboard.

By the same authority the New York Central Lines are embargoed against freight for delivery to many of the eastern terminal stations and points of delivery for export traffic.

In many instances and on many lines where written embargoes do not exist the movement of freight is prevented by natural obstacles.

Diligent inquiry should be made by all shippers with respect to whether or not the route is open for the commodity before a car is turned over for transportation. It is not humanly possible to keep track of embargoes as they come and go, and the next best thing is to find out before loading a car.

Corn Crop Loss Due to Food Control.

From Nov. 1, 1917, to Jan. 1, 1918, receipts of corn at the eleven leading primary markets aggregated 36,016,000 bus., against 54,911,000 bus. for the corresponding two months a year ago. At Chicago, the leading corn market, receipts were 12,526,000 bus., against 21,634,000 bus. for November and December, 1916. The slow movement is not due to car shortage any more than a year ago for the car shortage a year ago was over 100,000 cars, about the same as now.

On account of the poor condition of corn this season the movement should have been even heavier, as the need for quick shipment to driers at the central markets was most urgent.

This loss of corn due to the food controller's regulations is incalculable. It is inconceivably greater than the difference indicated by the difference in the receipts this season and last, 18,895,000 bus. Vastly more than 18,000,000 bus. has been left to rot on the farms.

The injury done to domestic consumers and to our associates in the war with Germany is much more important than the money loss to farmers caused by the food controller's restrictions. Its direct effect has been to unreasonably raise the price of corn by keeping the grain off the market, until cornmeal in the Southeast actually costs more than wheat flour, thereby discouraging the people from co-operating in the wheat saving campaign to release wheat for the allies.

Burned by the food control reduction in the price of wheat, the grain dealer dreaded the fire, and has tried to keep himself in position to comply with the food regulations with the minimum loss to himself. He did not intend to be caught with a lot of high-priced corn on his hands, nor to violate the regulation against storing corn longer than permitted by the food controller. Instead of taking the corn into store in his elevator he has shipped corn for the account of the farmer.

Contributing to the reluctance of the country shipper to handle corn was the action of the directors of the Chicago Board of Trade at the behest of the food controller in arbitrarily limiting the maximum price of future delivery at a level so far below the price of cash corn that hedging against holdings has been absolutely impossible. Cash grain handlers at central markets are not buying much corn to arrive, owing to their inability to hedge such purchases in the future market on account of the maximum price limitation.

Men are valued for what they do far more than for what they know.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Foreign Matter in Grain?

Grain Dealers Journal: Can a reader of the Journal inform us where we can obtain the figures showing for any number of cars by actual test the average percentage of foreign matter contained therein, stating separately the cracked grain, cockle, wild peas, for corn, oats, wheat, rye and barley?—Cupola Grain Cleaner Co., Chicago, Ill.

Figuring Corn in Bins.

Grain Dealers Journal: What is the basis for figuring the weight of corn in bins by using cubic measurements?—National Oats Co., Cedar Rapids, Ia.

Ans.: To find the number of bushels of shelled corn in bin divide the number of cubic inches in bin by 2,150.42. To get the weight multiply the number of bushels so found by 56, giving the number of pounds. There are 2,150.42 cubic inches in a bushel. As a matter of practice, however, some corn is lighter and some heavier, so that 56 pounds of it will occupy more, or less, space than 2,150.42 cu. ins. To get at this more exactly take an ordinary tester and get the weight per measured bushel. If corn tests 56 lbs. divide by 2,000; if 55 divide by 2,050; 54 by 2,100; 53 by 2,150; 52 by 2,200; 51 by 2,250, and if testing 50 divide by 2,300, to get the number of bushels; and multiply this by 56 to get the weight.

Reporting Purchases of \$800 or More Grain.

Grain Dealers Journal: Referring to notice issued by the Collector of Internal Revenue of this city that grain dealers are required to report all payments aggregating \$800 during 1917 for the purchase of grain. Please advise if this information is authentic and if we can secure copy of such notice. Paul Kuhn & Co., Terre Haute, Ind.

Ans.: Act of Oct. 3, 1917, provides, Sec. 28: That all persons, partnerships, associations and insurance companies, in whatever capacity acting, including lessees or mortgagors of real or personal property, trustees acting in any trust capacity, executors, administrators, receivers, conservators, and employers, making payment to another person, corporation, partnership, association or insurance company, of interest, rent, salaries, wages, premiums, annuities, compensation, remuneration, emoluments, or other fixed or determinable grain, profits and income (other than payments described in sections twenty-six and twenty-seven), of \$800 or more in any taxable year, or, in case of such payment made by the United States, the officers or employees of the United States having information as to such payments are required to make returns in regard thereto by the regulations hereinafter provided for, are hereby authorized and required to render a true and accurate return to the Commissioner of Internal Revenue, under such rules and regulations and in such form and manner as may be prescribed by him, with the approval of the Secretary of the Treasury, setting forth the amount of such

gains, profits and income, and the name and address of the recipient of such payment," with special provisions governing certain classes from whom reports are required.

See portion in black face. This section is construed to apply to many classes of business and, to state the fact in a very blunt but practical way, will be used by the Internal Revenue Department to ascertain who should pay income taxes and the amounts on which the tax should be paid.

No Excess Profits Tax on Salary.

Grain Dealers Journal: I note in the Grain Dealers Journal of Jan. 10 you say in figuring up net income that one of the items of expense to be deducted is salary for the party making the report. Are you sure you are correct?

I have been under the impression that the exemption we are allowed are to offset a salary and that no salary could be deducted.

I suppose that a man on a salary of say \$2,500 per year would have to make a report and would be allowed a deduction of \$1,000 or \$2,000, as the case might be.

I want to be sure of my position in this report in making my returns, as I want to report as nearly correct as possible. I appreciate the fact that it is very hard for the ordinary individual to make anywhere near a correct report. I think I have my accounts in shape to make a fairly correct report, but I don't want any comeback after I make it.

Are dividends received from corporations, such as national banks, deductible because of the bank having paid on dividends which are paid?—E. A. Fulcomer, Belleville, Kans.

Ans.: This inquiry opens almost the entire question of income and excess profits taxation and the closely related subject of accounting.

It should be understood that three distinct taxes are imposed by existing laws, viz., (1) the normal income tax, (2) the war income tax and (3) the excess profits tax.

All incomes of individuals must pay tax at normal income tax rates on amounts in excess of \$3,000, if a single person, or in excess of \$4,000 if head of a family.

All incomes of single persons in excess of \$1,000 or incomes of heads of families in excess of \$2,000 must pay the war income tax. Both of these are taxes imposed on individuals.

Corporations must pay the normal income tax and a 4% war income tax on earnings. Dividends received by one corporation from another are deductible, but no deduction may be made when such dividends are reported by an individual.

Grain dealers who operate on their own account, either as individuals or in partnership, may conclude that it makes no difference whether the revenue from the business is called salary or profit, as in either case it is taxable as income. That is true, but "paying yourself a salary" may make a big difference in the excess profits tax of your business. You would not work for another grain dealer for nothing, hence your salary is a legitimate expense of your business. The excess profits tax, which is graduated, must be paid by every business earning profits in excess of specific exemptions.

Under the provisions of the Act of Oct. 3, 1917, all excess war profits (all profits of all business enterprises above stipulated exemptions) are to be heavily taxed. Salary is a legitimate part of the expense of doing business, and unless a charge is made for services rendered, the earnings of the man who owns an elevator or conducts a grain business will appear in the final statement as part of the profits and may be subject to the excess profits tax at rates ranging from 15 to 60 per cent.

Taking a salary commensurate with the service rendered will make no difference on the amount of income tax that should be paid but will make a very great difference on the amount of excess profits tax the operator may be called on to pay.

Deduct salary, then show, on income tax report blank, income from salary and income from profits derived from the busi-

ness. Final information on provisions of the Excess Profits Tax law are not now available. Watch the columns of the Journal for rulings and interpretations which are promised early publicity.

More Than One License Needed?

Grain Dealers Journal: We understand that it is necessary for a company operating a line of elevators to take out a license with the Food Administration for each station in order to comply with the regulations for handling wheat. Is it necessary, also, to have a separate license for each station under the regulations for handling coarse grain?—B. & R. Grain Co.

Ans.: No. Under the form of license covering the handling of coarse grain only one license is necessary, but in making application for the license the dealer must furnish a full description of the stations which he operates.

Carrier's Liability for Delay?

Grain Dealers Journal: We had a car of corn shipped to us Nov. 7, arriving at Pine Bluff Nov. 23, altho the usual time from the same shipping point is 5 days. Thru no fault of ours it was not placed on our track until Dec. 20; and on opening, Dec. 21, we found the corn totally unfit for use as the roof of the car had leaked. We refused the shipment and turned it back to the railroad company, making claim for the invoice price. We had paid our shipper's draft Nov. 10.

We have made claim but it has not been paid. Are we entitled to interest, and if so from what date?

Could we maintain a claim against the carrier for the difference in the price at which we had to buy in the carload, or on what basis would this difference be figured?

The carrier claims it is not liable for any interest on the claim itself nor interest on the money prior to the time the car was placed, and is not willing to make good the difference in market value?—Westbrook Grain & Milling Co., Pine Bluff, Ark.

Ans.: The carrier is liable for the loss due to leaky roof and for such delay as was unreasonable and was not excused by act of God.

Recovery of loss thru having to buy in at a higher price is prevented by the clause in the Uniform B/L fixing the value at the invoice price at point of origin. Shipper thus has no recourse for the market difference.

The Supreme Court of Kansas held in the case of Stevens-Scott Grain Co. v. A. T. & S. F. Ry. Co., 149 Pacific, 744, that interest is not recoverable on damages for property injured or destroyed in transit; but the carrier is chargeable with interest on the proceeds in excess of the freight during the time they are withheld from the shipper, on property sold by the carrier on account of shipper's refusal to receive shipment.

In any event interest will be due on the amount of the judgment recovered, provided the shipper claims interest, from the time judgment is rendered.

FLAX FIBER made in Eugene, Ore., has received high praise from experts of Belfast, Ireland. The Irish firms are delighted with the prospect of receiving supplies from a new field. Interest in the development of the industry in Oregon has flagged somewhat because of the war, but state officials are endeavoring to encourage the development of flax growing, and are far from being discouraged over the outlook. Last year about 850 acres were planted to flax. The Oregon Flax Fiber Co., Turner, Ore., is one of the leading factors in the development of the industry, whose many branches include linen mills in Portland.

Beware of This Man.

His appearance is pleasing, his address beyond reproach, his knowledge of the grain business appears to be all that can be desired, he claims to have seen service in France with a Canadian regiment. His polish and assurance may win his way to a place in your confidence unless you are on guard. The next step in his method of operation is to ask the small favor of having a check cashed. Don't do it. Hold him on some pretext and call the police.

Several grain men in the Southeast have a smaller faith in humanity and a small hole in their bank account because of the confidence they placed in a versatile stranger. He introduced himself to Lyle & Lyle, of Huntsville, Ala., as D. J. McPherson, The Wheat Export Co., New York City, intrusted with the work of buying corn for the British government. Shortly thereafter he tendered a small check which was cashed. It came back from the bank with the notation "no funds."

A telegram to the Wheat Export Co., brought the disquieting information that the pleasing stranger was an imposter who should be apprehended and turned over to the police.

In the course of his gay career he entered into a contract with A. F. Leonhardt & Co., of New Orleans, for a large quantity of corn which that concern in turn sold to the Wheat Export Co. (at that particular time he was operating on his own account, apparently) and that concern went into the open market to buy corn to fill its contract. Incidentally it is out \$50, the face value of a check cashed for the charming McPherson.

Many of his checks were drawn on the First National Bank of Gadsden, Ala.

They were all returned with identical notations, "no funds."

If he should show up get in touch with the sufferers.

To Get Action on Corn.

Unless better facilities are furnished for removing soft corn in the Omaha territory much of it will be lost. This was the substance of a telegram from J. A. Linderholm, president of the Omaha Grain Exchange, to "everybody from President Wilson down." An increase in the number of cars available for handling corn was demanded and followed with a protest against the practice of taking away locomotives needed to move the cars. It was suggested, also, that 100 country shippers should at once wire their representatives in Congress.

President Linderholm said: "This is the only way to get proper attention in Washington. Those men have so many important matters to think of that it requires concerted action to get the results we want."

Coming Conventions.

Jan. 29-31—South Dakota Farmers Grain Dealers Ass'n, Watertown, S. D.

Jan. 31.—Michigan Bean Jobbers Ass'n at Detroit, Mich.

Feb. 14.—Michigan Hay & Grain Ass'n at Detroit, Mich.

Feb. 19-21—Farmers Grain Dealers Ass'n of Minnesota, Minneapolis.

Feb. 21-22—Farmers Grain Dealers Ass'n of Ohio, Toledo.

Feb. 26, 27.—Missouri Grain Dealers Ass'n at St. Louis, Mo.

Mar. 5-7—Farmers Grain Dealers Ass'n of North Dakota, Bismarck.

Apr. —.—Western Grain Dealers Ass'n at Fort Dodge, Ia.

June 18, 20.—American Seed Trade Ass'n at Chicago.

July 9-11.—National Hay Ass'n at Cleveland, O.

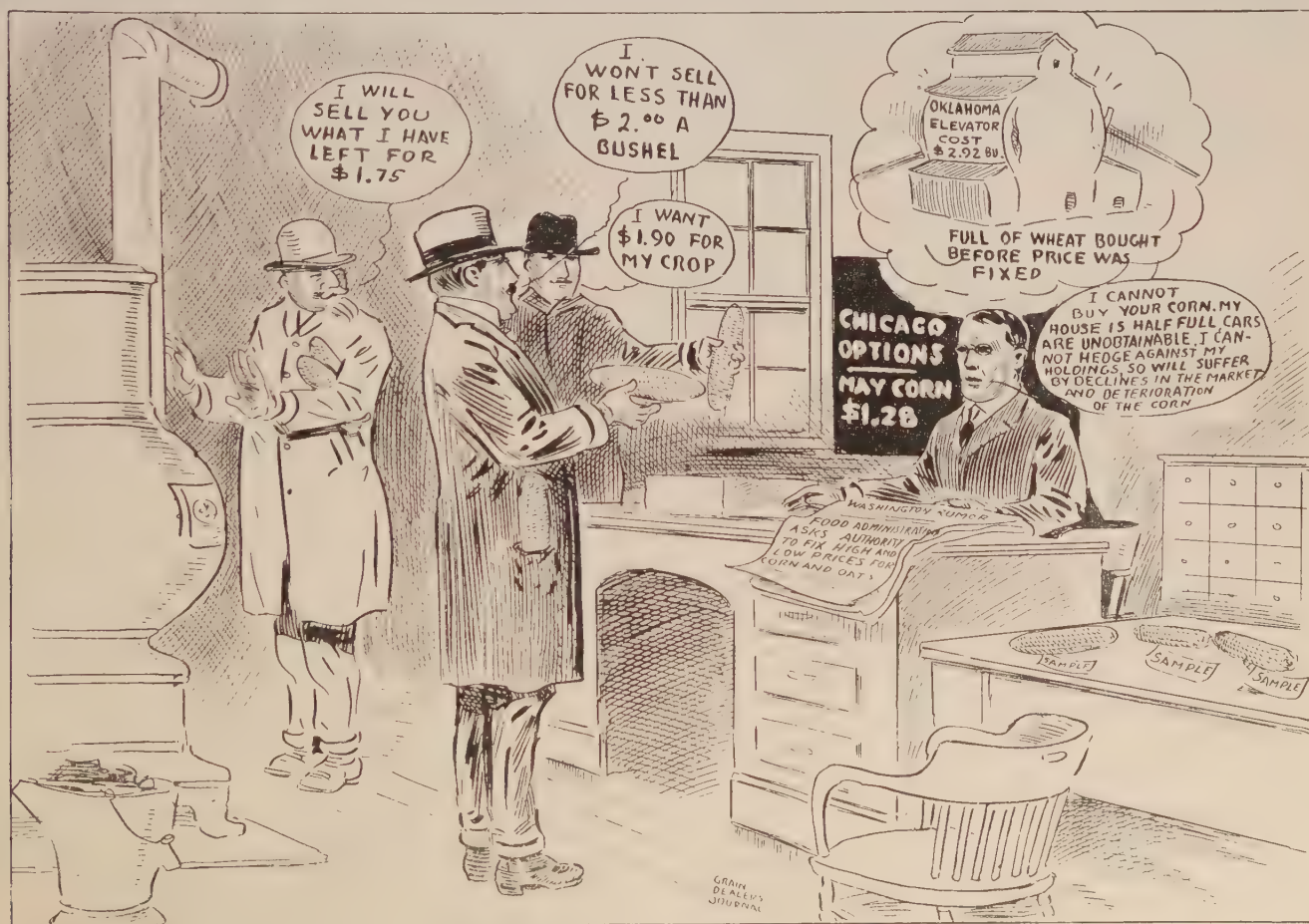
Sept. 23, 24, 25—Grain Dealers National Ass'n at Milwaukee, Wis.

The Rationing Bill.

Any person eating more food than Pres. Wilson has prescribed for him will be subject to 6 months' imprisonment and \$5,000 fine, under the administration bill, S. 3504 just introduced.

Sec. 2 provides that whenever the President shall find that in order to provide for the Army and Navy, or any other use connected with the national security and common defense, it is essential to limit the further unrestricted use, manufacture, sale or distribution of any foodstuff, feed or material necessary for the production, manufacture and preservation of any foodstuff or feed, and shall by proclamation so announce, the sale, use, manufacture and distribution thereof by any person conducting a public eating place, or by any manufacturer, producer, carrier, distributor, or other person shall be modified, limited, or discontinued to the extent necessary to assure an adequate supply for the uses hereinbefore specified, which extent shall be defined from time to time by rules and regulations issued by the President.

The President is hereby authorized to issue such rules and regulations modifying, limiting or prohibiting the sale, use, manufacture or distribution by any person conducting a public eating place, or by any manufacturer, producer, carrier, distributor or other person of any foodstuff, feed or material necessary for the production, manufacture or preservation of foodstuffs or feeds, specified in any proclamation issued in accordance with the provisions of this section. The President may vary such regulations from time to time to meet changing conditions, and in carrying out the provisions of this Act may utilize any department, agency or officer of the Government.



Why Corn Moves Slowly to Market.

Go back to the simple life, be contented with simple food, simple pleasures, simple clothes. Work hard, pray hard, play hard. Work, eat, recreate and sleep. Do it all courageously.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Universal Grain Code Preferred.

Grain Dealers Journal:—We would like to institute a campaign to get the grain men generally to use the Universal Grain Code. We are stamping all of our stationery "Universal Grain Code Preferred." We are at a loss to understand why any grain man will use an obsolete code book, when he can obtain the Universal. It is modern.—Ewart Grain Co., J. S. Ewart, Lincoln, Neb.

Until Hedging is Possible Corn Can Only Be Handled on Wide Margin.

Grain Dealers Journal:—I know of no safety first method to handle profitably this season's corn crop. Under present conditions with the quality poor, no hedging protection, and fluctuations of ten and fifteen cents per bushel per day, the only prescription that I can suggest is for dealers to keep out of the market until Government and Exchanges agree on a reasonable hedging proposition or else to buy on an abnormally wide margin.

Corn does not need encouragement to move, it needs box cars. Corn in this territory can probably carry safely till Spring in the field or in cribs, but not shelled and in storage. It is apparently the intention of the Food Administration to depress values of corn. We believe that the present methods will succeed, but at vast economic loss to the producers, and consequently to the Nation.—Yours truly, W. S. Washer, President Board of Trade, Atchison, Kan.

Shippers May Consign Undirected Grain.

Grain Dealers Journal: Some country grain shippers appear to have obtained the impression that in entering into the wheat contract with the Food Administration Grain Corporation, they are prevented from consigning wheat to this or any other market, which impression is erroneous, as the contract itself shows.

The contract does give the Grain Corporation the right to direct the storage, shipment or delivery of all or any part of any stock of wheat which the shipper may have on hand at any one time, but if the Grain Corporation does not exercise that right, the contract also specifically provides that the shipper is free to continue the conduct of his lawful business as if the contract did not exist, so that any time any shipper has any wheat in his elevator which he desires to ship to any market, he is at perfect liberty to do so, providing the Grain Corporation has not at the time of shipment or prior thereto directed the storage, shipment or delivery of the wheat in any other manner. Yours truly, Burns Grain Company, H. T. Burns, President, Buffalo, N. Y.

Proper Size of Lightning Rods.

Grain Dealers Journal: The subject of lightning rod protection for elevators, which you have brought up, needs extended treatment if justice be done it. For an elevator 75 feet high a cable weighing at least 245 lbs. should be used. The number of wires really makes no difference in the protective value. Some manufacturers of lightning rods have endeavored to create the idea that a big number of wires should be used. We would recommend either of our 28, 30 or 31 wire copper cables of this weight. We mean, by that, a cable of 28 wires, weighing 245 lbs. per 1,000 feet is just as efficient as one containing 50 wires of the same weight. If it were a personal selection we would pick the 28 wire cable.

For an elevator 200 feet high a proportionately larger cable would be required. Although increasing the number of ground rods will correspondingly increase the efficiency of the rod, it is not necessary to use a heavier rod near the grounding because just as much electricity must be carried by the rod near the top of the building as it carries near the ground. However, it is a good idea to protect all ground rods with piping and this practice might have impressed some observers with the idea that a heavier rod is used near the grounding.

We think the section rod and the star section fully as efficient as any copper cable.—St. Louis Lightning Rod Co., by Edgar F. Meinhardt.

Unfair Competition by Millers.

Grain Dealers Journal: Complaints reached us from all parts of the state of the unfair competition of millers who established buying stations in practically every section of Kansas where wheat was grown, and paid prices that left no profit whatever to the grain dealer.

We had a promise from Mr. Barnes, pres. of the United States Food Administration Grain Corporation, that millers would be instructed to purchase their supplies at country points, allowing a reasonable margin of profit so that the elevator man might exist and stay in business. After these instructions were issued, most of the millers reduced their prices but several avoided these instructions by buying all wheat offered, on basis of No. 1, regardless of the test weight and quality and paid no attention to the amount of foreign matter contained. Many Kansas dealers know the result.

We have done everything possible to have some of these millers made an example of and their licenses to do business revoked. If the war should unfortunately continue another year, we will likely have the same conditions to contend with following next harvest. We have repeatedly brought to the attention of Mr. Barnes, the effect on the grower of a varying scale of prices at country points. Mr. Barnes replied:

"The best we can do is to keep pressure on the mills to let the other fellow live, and I will take this up with any mill as to which you give me details, name of the station, date and the facts. I want to do what we can, within our power, to keep the situation livable, at least, until a large crop may save us all these complaints."

We have been up against this proposition so many times with so many different millers that I am now convinced that the only solution to the problem will be to have the Food Administration fix the margin of profit for the country elevator as well as the mill that buys from wagon-

load delivery and make the penalty severe for any one that exceeds the price fixed.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n, Topeka, Kan.

Favors Maximum and Minimum Price for Corn.

Grain Dealers Journal: We believe that there should not be a maximum alone placed on the corn, either on the futures or the cash, but that there should be a maximum and a minimum price as there seems to be a necessity for the control of the price.

It is very obvious to all grain dealers that if, for an instance, \$1.50 should be placed as the maximum for a basic grade and a minimum of \$1.00 that the price would average around \$1.25. The result of this would be that when the supply of corn was over the demand that the price would be apt to sag below the \$1.25 which, probably, would cause the farmers to hold back their shipments. In that event the demand becoming greater than the supply the price would soon be bid above \$1.25. If a maximum and a minimum were placed on the corn price it should be on both the cash and the future and, if on such a plan as above outlined, it would enable the dealers to hedge their purchases and bring conditions nearer normal basis than in any other way.

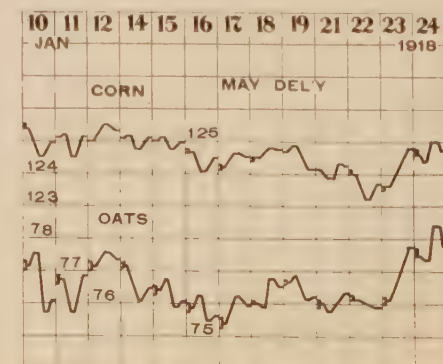
It is very plain that if just a maximum price, no more, no less, were placed on corn that the farmer would deliver his grain whenever he got good and ready because, he knows that he can get that price at any time.

We really believe that the present maximum on the corn futures is too low as has been thoroughly demonstrated by the cash values and the raising of the maximum. A minimum price, as above outlined, would not only encourage the movement of corn, but would eliminate, to a certain extent the wide difference the grain merchant has to ask, in order to protect himself.

In regard to the safety of carrying corn in store during the spring months, we doubt very much if there is 1% of the corn in our territory that can be carried through the spring months in store, that is, shelled corn. We doubt very much, also, if 25% of our ear corn in the cribs will go through the spring months without damage.—Yours very respectfully, Geo. W. Cole Grain Co., Geo. W. Cole, Pres., Bushnell, Ill.

Chicago Futures

Opening, high, low and close on corn and oats for the May delivery at Chicago for two weeks past are given on the chart herewith:



Australia's Stacks of Bagged Wheat; a Correction.

Grain Dealers Journal: I'll lay aside my work of making reports to the Food Administration long enough to remark that somebody has run wild on figures again, in connection with the article on Australian wheat, page 993 of your Journal Dec. 25.

"Stacks of wheat 300 ft. wide, 20 to 25 ft. high, and 20 to 25 miles long, awaiting transportation."

Some stack, surely. My obedient and fairly intelligent pencil presently informs me that one stack of the smallest dimensions given above would have a mass of 633,600,000 cubic feet. Roughly, 5 cubic feet will hold four bushels of wheat, but as the "Stacks of wheat awaiting transportation" are sacked wheat, we will allow, to be reasonably sure, a loss of 20%, or take 6 cubic feet for four bushels. This would leave the amount of wheat in one such stack 422,400,000 bus. The writer unkindly neglected to state how many such "stacks" of wheat were ready for shipment, and so we are, after all, left practically in the dark as to the amount of wheat partly marketed in Australia.

It is barely possible that the writer has provided himself with "an adjustable decimal point," and that said "decimal point" has played a trick on its owner. Our pencil again informs us that all of the 240 million bushels in Australia, if piled in a stack 300 ft. wide and 20 ft. high, would reach slightly less than 11½ miles.—Geo. W. Rohm, Rockville, Ind.

Verifying your calculations we find them correct. The figures as printed were as stated by our informant; but evidently he intended to convey that the stacks were (10 to) 300 ft. wide, not all of them 300 ft. wide as stated. This might give an average width of say 15 ft., which would cut down the total to one-twentieth, which is more reasonable.

Futures Would Have Accelerated Movement of Corn.

Grain Dealers Journal: Very few elevator men in this immediate territory will buy any of the new corn or agree to accept any of it unless cars in which the stuff can be loaded are standing at the elevator. They are absolutely correct in this attitude. It is a very dangerous proposition to "monkey" with. In our immediate section not thirty per cent of the corn would keep in the cribs through the germinating season.

We think that if an open market in corn and corn futures could be established, in all markets, and if the government together with the allied governments would center their buying activities in the corn department of the Food Administration Grain Corporation, that Mr. J. J. Stream could build up an organization throughout the country that in

our humble opinion would absolutely control the movement of corn and oats. We wrote Mr. Stream to this effect some time ago, and he has advised that up to the present time he has not the authority behind him to do anything of this kind.

There is no doubt that the movement of this crop would have been greatly accelerated if there had been an open future market. The fact that trading had been limited in such a ridiculous manner, killed the movement before it had a chance to get started. What little has been moving, has necessarily been handled at a larger margin of profit than any grain dealer ever received under the old economical system. There being no protection in any way for the buyer he was forced to protect himself in the only way possible, that being the buying of the corn, on a wide enough margin, to recompense the buyer for the chance he was assuming.

At the same time you must bear in mind that the country has not forgotten that the Board of Trade repudiated the contracts of members last summer and it will be some little time before the old confidence can be restored. Practically every country dealer submitted to that adjustment without a fight of any kind, but they realize now that it did not accomplish the end sought and also that anyone who was long at that time was imposed upon, by the settlements made.—Yours very truly, King-Wilder Grain Co., J. R. Murrell, Jr., Cedar Rapids, Ia.

The Federal Trade Commission "Is convinced that price fixing by authority of law will have to be extended to other products than food and fuel, and that such authority is preferably exercised by a temporary administrative body."

The Federal Trade Commission has 193 employees, of whom 81 are statutory and 112 lump sum, their pay being \$379,120. The 5 commissioners get \$10,000 each, and the expenses of the Commission for the fiscal year ending June 30, 1917, were \$472,501.20.

A. E. Rust, President Cairo Board of Trade.

Recognition of years of consistent, effective work was given when A. E. Rust was selected by members of the grain trade of Cairo, Ill., to serve as president of the Board of Trade.

Mr. Rust is one of the best known and liked men of Illinois' most southern grain market. For many years he has been active in the affairs of the Halliday Elevator Co., and has found time to work with others for the upbuilding of Cairo as a grain receiving, manufacturing, conditioning and distributing market. Under his able administration this work will be continued and even greater results should come as part compensation for the effort put forth.

Elevators Needed to Handle Crops.

Frank I. King at the recent New York conference with the Food Administration in discussing the elevator situation said:

"Terminal elevators have been starving. Your plan is partially responsible. General conditions have been unfavorable. One Toledo elevator tells me they have lost \$10,000 past six months; a smaller one about \$6,000 while the big one controlled by the flour mill is happy, but not due to elevator profits. They all miss the storage earnings, also the elevation on the wheat which goes direct to the mills. The unprofitable condition appears general. Is it fair to those who have invested hundreds of millions in city and country elevators?"

"Elevators are desirable. They are necessary to accommodate the crops when the farmers wish to sell. Emergency stocks are necessary to allay famine hysteria. This will become more apparent a little later. Large visible stocks help to make farmers more anxious to sell and stabilize prices. Railroads cannot handle grain in the winter to advantage. Look at the present congestion. Seaboard and many terminal markets need greater elevator facilities in normal times. Takes capital and encouragement to build them. Railroads have been unable to expand with the business of the country. Elevators help to relieve them and the producers, also help the consumers. Think it over. Give the Board of Trade and elevator men greater consideration. Fix a fair price. Consider probable volume. If you raise nearly a billion wheat next year you will need all the elevators and grain men to assist you in moving the crop. Let them live in the meantime."

ANTHRACITE coal miners now are receiving the highest wages ever paid by the coal industry. Under the new scale established by the President some miners have received \$150 for two weeks' work and in a number of cases as much as \$200 from Dec. 1 to Dec. 15. Laborers who formerly received \$18 to \$28 for two weeks' work now get \$25 to \$40.



A. E. Rust, Cairo, Ill., Elected President Board of Trade.

Daily Closing Prices.

The daily closing prices of oats and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY OATS.

	Jan. 10.	Jan. 11.	Jan. 12.	Jan. 14.	Jan. 15.	Jan. 16.	Jan. 17.	Jan. 18.	Jan. 19.	Jan. 21.	Jan. 22.	Jan. 23.	Jan. 24.
Chicago	76½	76½	77¼	76¾	76	75¾	76	76½	76¼	76¾	76	77½	77½
Minneapolis ..	74¾	75¾	76	75¾	74¾	74¾	74¾	75¾	75	74¾	74¾	76¾	76½
St. Louis	76¾	77	77	76¾	76¾	75¾	76¾	76¾	76¾	76¾	76¾	78½	78½
Kansas City...	78¾	79	79¼	78¾	78	77¾	78	78¾	78¾	78¾	78¾	79¾	79¾
Milwaukee	77½	76¾	77½	76¾	76	75¾	76	76¾	76¾	76¾	76	77¾	77¾
Winnipeg	84¼	85¼	85¾	85¾	85¾	85	85½	85¾	85¾	85¾	85½	86	85¾

MAY CORN.

	Jan. 10.	Jan. 11.	Jan. 12.	Jan. 14.	Jan. 15.	Jan. 16.	Jan. 17.	Jan. 18.	Jan. 19.	Jan. 21.	Jan. 22.	Jan. 23.	Jan. 24.
Chicago	125	125¼	125¼	125¼	124¾	124¾	124¾	124¾	124¼	123¾	124¾	124¾	124¾
St. Louis	125¼	125¼	125¼	125¼	124¾	124¾	124¾	124¾	124¼	124	125	124¾	124¾
Kansas City...	125¾	126	126½	126	125¾	125¾	125¾	125¾	125¼	125¼	125¾	125¾	125¾

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

INDIANA.

Reagan, Ind., Jan. 15.—The wheat acreage is larger this year than usual, and the plant has a good snow covering. Corn in poor condition, 80% of it being soft.—Reagan Grain Co., Frank Strange, mgr.

Bicknell, Ind., Jan. 19.—A very deep snow affords fine protection to wheat during the present cold weather. Wheat looked fine before the snow. Corn condition continues poor. Good prospect for a big oats crop to be sown in the spring.—O. L. Barr Grain Co.

Evansville, Ind.—Up to Jan. 16 over 62 inches of snow had fallen in southwestern Indiana, according to the figures at the U. S. weather bureau at Evansville. This breaks all records for that section. For the past 7 weeks snow has covered the wheat in southwestern Indiana, southern Illinois and northern Kentucky and farmers and grain men say the heavy snowfall has acted as a blanket for the growing wheat and prevented it freezing. Navigation has been suspended on the Ohio river for the past several weeks and all movement of grain by river has stopped.—C.

KANSAS.

Assaria, Kan., Jan. 21.—Wheat is in fair condition. Corn is all soft.—Farmers Elvtr. Co., John E. Hughes, mgr.

Conway, Kan., Jan. 14.—Wheat prospect here is about normal.—R. C. Webb, mgr. Farmers Co-operative Elvtr. Co.

Corbin, Kan., Jan. 9.—The growing wheat looks very poor, as it is too dry and cold for it.—Corbin Mill & Elvtr. Co., W. T. Nelson, mgr.

Penokee, Kan., Jan. 19.—Recent snows were of very little benefit to wheat, owing to high wind which caused the snow to drift. We are shipping in both oats and corn as crops were an entire failure in this territory.—F. H. Gripp.

South Haven, Kan., Jan. 11.—The ground is now covered with snow, which is good for the wheat, as it has been pretty dry all fall and winter, and the temperature is now 10 degrees below zero.—R. W. Rutherford, agt. Arkansas City Mlg. Co.

MISSOURI.

Mexico, Mo.—Our corn is better than that of most of our neighbors, but even so we have a lot of it which will not stand warm weather.—D. L. Boyer, sec'y Missouri Grain Dealers Ass'n.

MONTANA.

Barber, Mont., Jan. 11.—From Dec. 27 to Jan. 9 we had some exceedingly fine weather, to such an extent that the frost came out of the ground and the winter wheat started to grow again. Some fields were all green, and at this time winter wheat looks very good. If Montana farmers do not get a good crop this coming year they will be tramps.—W. A. Clark.

OKLAHOMA.

Strong City, Okla., Jan. 15.—We have a large acreage of wheat, but the growing grain is in poor condition.—A. W. Heatley, mgr. Maney Export Co.

TEXAS.

Abilene, Tex., Jan. 14.—Wheat that has been planted from 2 to 3 months has not had sufficient moisture to sprout. Shortage of feed and grass has caused heavy losses of stock during the recent cold weather.—C. S. Lee Grain & Elvtr. Co.

A report issued by the United States Weather Bureau states that only slight damage to winter wheat in most sections, but its injury to winter oats, resulted from the recent low temperatures in the

South. Oats were greatly damaged except where protected by a snow cover. This covering was rather extensive in the northern part of the western Gulf states. The estimated damage to the oats crop varies from 40% to 50% in part of those states, while in other portions the injury can not be determined at this time.

Report Chicago Weighmaster.

In reporting to W. H. Perrine, chairman of the Weighing and Custodian Department of the Chicago Board of Trade, Weighmaster H. A. Foss shows a total of 229,818 cars weighed. Of these 120,498 cars were inbound, 99,311 cars were outbound, 6,439 cars were transferred, and 3,570 cars were designated as "cross-town or switch."

For the year 26,805,113 bus. were weighed to and from boats. The movement in store from lake vessels was 2,064,408 bus., out of store by lake vessels, 9,846,641 bus., from elevator to elevator by transfer boats, 14,894,064 bus.

Seeds and grain products in bags, weighed at warehouses, depots, etc., aggregated 52,474 bags.

Based on an estimate of 1,500 bus. of grain to the car the total quantity weighed to and from cars was 344,727,000 bus.; to and from boats, 26,805,113 bus.; seeds and grain in bags, estimated, 148,343 bus., a total of 371,680,456 bus. handled during the year.

Investigations were made of 618 differences in weight of cars received and of 63 differences in the weight of cars shipped. Causes of weight differences in 165 cars were located.

Of the inbound cars leaks were shown in 19,721, or 16.3 per cent, compared with 13.9 per cent in 1916.

Work of the Grain Door Bureau, in charge of the preparation of outbound cars for loading, was of high character and no cars were allowed to be forwarded from loading elevators that were not in good condition.

In protecting contents of cars loaded with grain while in the city railroad yards 317 arrests were made. Fines were imposed on 69, discharged 161, paroled, 87.

During the year 664 scales in Chicago were tested and 140, or 21 per cent, were found to be in need of adjustment. Tests also were made of scales at 19 interior shipping points, of which 18 were found to be weighing incorrectly. These tests were made because it had been shown the scales at the points were inaccurate and for that reason the showing for the country scales is not representative.

Under the provisions of the Custodian rules the quantities of grain held in trust during the year included: wheat 7,111,845 bus.; corn, 18,610,014 bus.; oats, 72,494,119 bus.; rye, 1,881,141 bus.; barley, 849,202 bus.; malt, 237,065 bus.; kafir, 18,779 bus.

Western G. D. Ass'n to Meet at Fort Dodge, Ia.

The next annual convention of the Western Grain Dealers Ass'n will be held at Fort Dodge, Ia., during the month of April, 1918.

The meeting will be held in the new quarters of the Ft. Dodge Commercial Club in the Wakonsa Hotel Building, which has probably the finest banquet and convention halls in the state. The directors of the Ass'n later will decide upon the exact date.

Why use an obsolete code, when you can obtain the Universal Grain Code? It is modern.

How Much Wheat and Flour on Hand?

Authorities disagree on the stocks of wheat and flour on hand in the United States.

On one hand Julius H. Barnes and Herbert Hoover assert that we have enough wheat and flour for 5 to 6 months even if the farmer does not sell a bushel; while on the contrary Statistician Pearl of the F. A. says we will see a tight situation in May, and A. C. Loring says we are short 70,000,000 bus. of wheat.

A statement prepared by the Chicago Trade Bulletin and the Minneapolis Market Record shows that the available supply of wheat and flour in second hands in the United States and Canada was 89,158,000 bus. on Jan. 1, 1918, against 204,910,000 bus. on Jan. 1, 1917. The crop was 650,000,000, against 636,000,000 in 1916, but receipts at primary markets were actually smaller by 47 per cent; and exports of flour and wheat combined from July 1 to Dec. 1 were but 47,435,000 bus., against 78,752,000 bus. for the corresponding months of 1916, as reported by the U. S. Bureau of Statistics.

The showing that supplies in second hands are 79,000,000 bus. less than a year ago would be ominous of famine were it not for the fact that the farmers still hold on the farms 312,000,000 bus., against 256,000,000 on Dec. 1, 1916, an increase of 56,000,000; besides which it is likely that the food census taken Dec. 31 will disclose large stocks in institutions, hotels and in hands of retailers. The stocks in hands of institutions, retailers and consumers can not fairly be considered, as there must always be a large carry over.

With the smaller stocks of wheat and flour in second hands there will develop in May and June an acute scarcity due to faulty distribution, which will be mistaken by many for an actual shortage. To prevent this the millers have placed their entire output under the control of the F. A., who has indicated that he will require as much as 30 per cent of their output. Having had the hearty co-operation of the milling and grain trades let us hope that the F. A. will not fail as miserably as the Coal Administrator.

Last fall the Coal Administrator asserted he had the situation well in hand and many citizens who took him at his word now find their factories shut down. Now the F. A. asserts he has enough to feed us 5 months without another bushel from the farmer; but the figures of 89,158,000 bus. Jan. 1, 1918, against 204,000,000 bus. Jan. 1, 1917, in second hands, show that government control so far has failed to build up as large stocks as were available by the private control of the preceding crop.

WHEAT PRODUCTION for the world for 1917 was 1,864,000,000 bus., which is 3.9 per cent below the production for 1916, according to the International Institute of Agriculture at Rome, Italy. Germany, Austria-Hungary, Bulgaria and Russia are not included. Rye production was 160,000,000 bus. or 3.8 per cent less than for 1916; barley 844,000,000 bus., an increase of .1 per cent; oats 2,740,000,000 bus., an increase of 12.1 per cent; corn 3,284,000,000 bus., an increase of 21.4 per cent; rice 21,319,000,000 lbs., a loss of 19.7 per cent; flaxseed 36,664,000 bus., a loss of 13.4 per cent; potatoes 1,119,000,000 bus., an increase of 36.4 per cent; beet sugar 8,992,000 short tons, a loss of 7.3 per cent, and tobacco 2,289,000,000 lbs., an increase of 5.5 per cent.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Fort William, Ont.—Few samples for sample market trading are being received on account of the slow movement of grain. The all rail movement from Fort William and Port Arthur east is disheartening and it does not seem that it will improve much during the winter months. During the year 1917 the following shipments were made by lake and rail from the 2 ports: wheat, 173,965,080 bus.; oats, 53,067,398 bus.; barley, 6,509,313 bus.; and flax, 6,186,262 bus.—C. Birkett, sec'y Fort William and Port Arthur Grain Exchange.

ILLINOIS.

Chicago, Ill.—A car of white corn testing 18.8% moisture was received recently from South Dakota by C. H. Thayer & Co.

Piasa, Ill., Jan. 10.—I shipped my first car of corn from this station 33 years ago this month. It graded No. 2 and sold for 35c. On the 5th of the present month I shipped my last car. It graded sample and sold for \$1.30.—J. T. Darnielle.

Chicago, Ill., Jan. 16.—Only 36 cars of all kinds of grain were received here today, altho country stations have shipped more corn and oats in the last 2 weeks than has been the case in a similar period for many weeks. It is estimated that fully 5,000 cars of corn and oats, largely corn, are now en route to this market, and big receipts are looked for as soon as weather conditions permit free operation of the railroads. Some receivers report that they have corn coming from nearby points that has already been on the road 10 or 12 days. The offerings today were hardly sufficient to make a market.

INDIANA.

Bicknell, Ind., Jan. 19.—Wheat is about 90% cleaned up in this territory.—O. L. Barr Grain Co.

Evansville, Ind.—Thousands of bus. of corn are in crib along the lower Ohio and Wabash rivers awaiting shipment, but none of the corn can be moved for the reason that both rivers are frozen over and it may be several weeks before navigation has been resumed. There is also a great deal of corn along Green river and White river

that will be moved later. Because of the tie-up of the boats many corn mills are in need of corn.

Kentland, Ind., Jan. 23.—Probably 25% of our corn still remains in the field. I do not think there has been more than 5% of it shipped, and the balance is in the farmers' bins and cribs. Much of it will be in serious danger of spoiling if it cannot be moved before the cold weather abates. We are doing all we can to get car, with but little result. Our farmers are anxious to sell, but we are refusing to take it in except as we can move it out.—Warren T. McCray, mgr. McCray Grain Co.

IOWA.

Des Moines, Ia., Jan. 23.—As near as I can determine a very small percentage of the corn crop will grade better than No. 5, and practically all of this corn must be sold to industries or put through the driers before handling in commercial distribution. Practically none of it will keep in store either in country or terminal elevators. Shipments of corn forwarded from country elevators to any terminal market in excess of the demands of the industries and capacity of the driers is certain to stand on track subject to the heavily increased demurrage rules and deterioration in quality, therefore it would seem to be very important that each country shipper limit his business to the capacity of the market to which he is shipping and take into consideration the car supply. I am very certain that under the Government management of railroads cars of grain will not be allowed to accumulate at terminal markets and embargoes will be applied as frequently as may be necessary.—Geo. A. Wells.

KANSAS.

Corbin, Kan., Jan. 9.—Most of the wheat has moved out of the farmers hands.—Corbin Mill & Elevator Co., W. T. Nelson, mgr.

MONTANA.

Barber, Mont., Jan. 11.—About 4,000 to 5,000 bus. of wheat in the farmers hands. We have taken in about 25,000 bus. up to this date, which is about 25% of a normal crop. We are shipping in both seed and feed oats, there being very little oats in this locality.—W. A. Clark.

OREGON.

Portland, Ore.—The first direct cargo of Australian wheat arrived here recently. It was consigned to Balfour, Guthrie & Co., agents of the Australian government.

WE COULD NOT very well get along without the Grain Dealers Journal.—Tulia Grain & Coal Co., Tulia, Tex.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. M. & St. P. 46486, containing wheat, was set out at Ayr, N. D., Jan. 10, leaking badly at the drawbar and at end. Am advised it was loaded at Luverne, N. D.—F. K. Lynch, agt. International Elevator Co.

C. & N. W. 65534 was at Carroll, Neb., Jan. 10, leaking corn at side of car, the side being broken out. Section crew transferred contents into D. & R. G. 62042.—Farmers Union Co-operative Ass'n, by Larson.

N. Y. C. & H. R. 102268, eastbound thru Wall Lake, Ia., Jan. 31, leaking oats badly at door post, which was pushed out at bottom, when train came in. Stopped it leaking as best I could by putting paper between sheathing and door post; also told train men about it. The train crew said the car was picked up at Odebolt, Ia., which is first station west.—Wm. Claussen, by E. C. Sherwood.

T. H. & B. 3965 passed thru Kimball, Neb., Dec. 19, leaking wheat.—Kimball Mill & Elevator Co., Bert Larson, mgr.

P. Mc. K. & Y. 80682 passed thru Carroll, Neb., Dec. 19, leaking oats at end of car. Train did not stop long enough to make repairs.—Farmers Union Co-operative Ass'n, by Larson.

N. P. 40790 passed thru Holyoke, Colo., Dec. 20, leaking hard wheat at side of car and at drawbar. Train men made repairs and car went on.—The Holyoke Equity Mercantile Co., Paul Reimer, mgr.

Flour Exports Gain on Whole Grains.

For Oct., 1917, the United States exported 1,601,790 bus. of corn compared with 3,891,017 for October, 1916. Exports for ten months last year, 48,102,160 bus. compare much more favorably with the exports for the same period of 1916, for which the total was 48,307,477 bus.

A heavier exportation of corn meal and corn flour is shown for October, 1917, a total of 160,949 bbls. compared to a total of 30,505 for the same month of 1916. For the ten months period's exports were 1,040,002 bbls. for 1917 and 312,604 bbls. for 1916.

Wheat exports for October were 5,414,579 bus. compared with 11,984,910 in October, 1916. For ten months of 1917 exports of wheat were 96,833,391 bus., against 125,297,363 bus. for 10 months of 1916. Exports of wheat flour for October were 1,317,487, against 921,271 in October, 1916, and 10,240,226 bbls. for the ten months period against 12,391,743 bbls. for the 10 months period of 1916.

Our Callers

T. P. Riddle, Lima, O.
C. H. Rathman, Dominion City, Manitoba.

S. Noda, Ass't Traffic Mgr. South Manchuria Ry. Co., Japan.

A. H. Barkemeyer, Barkemeyer Grain & Seed Co., Great Falls, Mont.

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
July 1 to June 30...	281,130,000	359,355,000	51,662,000	36,620,879	119,166,000	113,876,000
July 7.....	4,399,000	7,071,000	420,000	545,000	4,791,000	2,570,000
July 14.....	8,107,000	7,963,000	927,000	1,375,000	2,351,000	4,299,000
July 21.....	4,964,000	8,327,000	936,000	1,749,000	3,800,000	3,411,000
July 28.....	2,424,000	6,891,000	1,302,000	1,027,000	3,296,000	3,065,000
Aug. 4.....	4,757,000	7,032,000	833,000	1,353,000	3,684,000	3,381,000
Aug. 11.....	4,670,000	5,782,000	994,000	1,738,000	3,442,000	4,403,000
Aug. 18.....	4,224,000	5,813,000	572,000	1,428,000	1,914,000	4,180,000
Aug. 25.....	2,280,000	7,316,000	53,000	1,279,000	2,741,000	3,447,000
Sept. 1.....	2,799,000	7,679,000	529,000	1,622,000	3,722,000	2,357,000
Sept. 8.....	3,338,000	6,641,000	287,000	1,428,000	1,361,000	1,640,000
Sept. 15.....	3,903,000	7,235,000	1,066,000	863,000	4,890,000	2,744,000
Sept. 22.....	1,557,000	5,402,000	132,000	635,000	3,512,000	1,943,000
Sept. 29.....	2,340,000	7,760,000	172,000	606,000	2,682,000	917,000
Oct. 6.....	2,379,000	6,894,000	542,000	1,055,000	4,801,000	1,642,000
Oct. 13.....	4,293,000	6,314,000	247,000	1,226,000	6,398,000	2,025,000
Oct. 20.....	2,249,000	4,329,000	87,000	276,000	3,500,000	2,897,000
Oct. 27.....	2,532,000	4,478,000	27,000	917,000	2,497,000	1,782,000
Nov. 3.....	1,572,000	5,235,000	270,000	535,000	2,476,000	893,000
Nov. 10.....	2,982,000	4,481,000	628,000	991,000	2,560,000	1,241,000
Nov. 17.....	2,655,000	4,575,000	334,000	462,000	1,915,000	1,987,000
Nov. 24.....	3,359,000	5,208,000	59,000	303,000	2,092,000	2,187,000
Dec. 1.....	2,800,000	5,076,000	164,000	582,000	1,246,000	1,108,000
Dec. 8.....	4,294,000	5,339,000	137,000	250,000	1,804,000	2,080,000
Dec. 15.....	3,521,000	4,508,000	31,000	279,000	1,589,000	2,533,000
Dec. 22.....	4,546,000	2,939,000	229,000	119,000	2,237,000	1,094,000
Dec. 29.....	3,162,000	3,688,000	321,000	269,000	1,108,000	1,584,000
Jan. 5.....	2,191,000	6,064,000	177,000	580,000	1,966,000	1,492,000
Jan. 12.....	1,805,000	4,930,000	1,000	1,771,000	2,134,000	1,656,000
Jan. 19.....	2,109,000	4,891,000	175,000	1,091,000	1,728,000	3,222,000
Total	96,212,000	149,861,000	11,652,000	26,354,000	82,237,000	67,780,000

Resuscitation.

Many of the lives which are lost thru gas asphyxiation, drowning and electric shock might be saved if the proper treatment were administered promptly. The Bureau of Mines has issued a chart on the subject of resuscitation, and the lessons which it gives are of value to everyone.

Not infrequently an employee in an elevator becomes suffocated thru falling into a bin from which grain is being drawn, and if the victim is rescued from his predicament in time the application of methods of artificial respiration may save his life. Such cases may be treated in the same manner as those of gas asphyxiation, and if a supply of oxygen is not available the treatment for drowning should be given.

The illustrations which are reproduced herewith are from the chart issued by the Bureau, and show the Schaefer, or prone, pressure method of artificial respiration, which is the latest and most approved method advocated by eminent physiologists.

Each elevator man should study the advice which is given below, and he should learn how to revive his partner by practicing upon him now, and not forget that his partner, also, needs practice.

For Electric Shock.—With a single quick motion free the victim from the current. Use any dry nonconductor (clothing, rope, board) to move either the victim or the wire. Don't take hold of the live wire, and beware of using metal or any moist material. Send someone to shut off the current. If the victim is not breathing remove from his mouth any foreign body. Then give artificial respiration as shown below.

For Gas Asphyxiation.—Remove the victim from the poisonous atmosphere. If he is still breathing, administer oxygen from a tank with a bag and mask for 20 minutes. If he is not breathing and his jaws are locked so as to interfere with effective artificial respiration, pry them open and wedge with a piece of wood. Then give artificial respiration as shown below.

For Drowning.—As soon as the victim is taken from the water place him face downward, clasp your hands under his stomach, and lift him several times, letting his face hang down so as to drain his mouth and throat. Remove from his mouth any foreign body (tobacco, false teeth, or gum). Do not stop to loosen his clothing. Do not carry him any distance. Treat him as shown below.

METHOD OF ARTIFICIAL RESPIRATION.

Lay the victim on his belly with his face to one side so that his nose and mouth are free for breathing. Place the victim's arms and hands exactly as shown in figs. 1 and 2, one arm straight out beyond his head, the other under his head. This position is important as it helps to expand his lungs. In drowning cases have the head a little lower than the body.

Kneel, straddling the victim's thighs and facing his head; rest the palms of your hands on his loins (on the muscles of the small of his back), with your thumbs nearly touching each other and with fingers spread over his lowest ribs (see fig. 1).

With arms held straight, swing forward slowly so that the weight of your body is gradually, but not violently, brought to bear upon the victim (see fig. 2). This act should take about two seconds.

Then, leaving your hands in place, swing backward slowly so as to remove the pressure, thus returning for two seconds to the position shown in figure 1.

Repeat deliberately 16 to 20 times a minute the swinging forward and backward—a complete respiration in about four seconds. Keep the movements in time with your own breathing.

While the artificial respiration is being continued, have an assistant draw forward the victim's tongue. If it has fallen back (fortunately it usually falls forward when the victim is face down). Hold the tongue out if it tends to draw back, by wrapping a handkerchief around it. The handkerchief may also protect the assistant's fingers from being bitten. The assistant should also loosen any tight clothing around the victim's neck, chest, or waist.

Do not permit bystanders to crowd about and shut off fresh air. Keep the victim warm with proper coverings and by placing beside his body hot bricks, bottles, or rubber bags filled with warm (not hot) water. Wrap bricks, bottles, or bags so as to prevent burning the victim.

Continue the artificial respiration without interruption until natural breathing is restored, or for at least three hours. If natural breathing stops after being restored, use artificial respiration again.

Do not give any liquid by mouth until the victim is fully conscious. Keep the victim flat. If after being partly resuscitated he must be moved, carry him on a stretcher. It is dangerous to make an ill person, or one injured in any way, sit up or stand. To make him walk may cause his death.

War Affecting the Grain Trade.

ARGENTINE wheat for U. S. coal, both to be carried in allied ships, is being arranged for by the War Board.

DON'T CALL it "War Flour." Say, on the sack: "Milled in accordance with the United States Food Administration Regulations."

NO PRICE has been placed on Canadian oats by the Canadian Grain Board and it is felt that a price limit would not be set on either oats or barley.

GERMANY is reproaching Sweden for an alleged unneutral act in permitting its shipping to be employed in the coastal trade of the United States.

EXPORTS of corn and other foods into Mexico have been suspended until differences with Carranza have been adjusted. Famine is said to reign in Mexico.

ALL MILLS of Canada will begin, Jan. 28, to manufacture a standard war grade flour. The basis of manufacture will be one barrel of flour from 265 lbs. of wheat.

A BRITISH LINER, bunkered with enough coal for the round trip, arrived in New

York Jan. 17. Passengers were amazed at Fuel Administration's heatless, powerless order.

ADDITIONAL sub-terminal grain markets, established with a view to making prices more equitable to producer and miller, are called for in a resolution passed Jan. 15 at a one-day session of the Southeastern Millers Ass'n at Louisville, Ky.

MIDDLE WEST and southwestern millers who buy wheat from the Pacific Northwest need not pay the differential of nearly 5 cents per bu. allotted to the North Coast Zone under Grain Corporation regulations. That differential will be absorbed by Uncle Sam.

BAKERS are asked to begin substituting other flours for wheat flour, starting with 10 per cent and gradually working up to 20 per cent. Consumers are asked to substitute rye, barley and rice flours or cornmeal, the prices of which are abnormally high because of labor and transportation conditions.

EUROPE's food situation has become so critical that the Food Administration is planning to release an additional 90,000,000 bus. of wheat, notwithstanding the exportable surplus had been shipped by the middle of December. The American people will be asked to save to make up the possible deficit before next crop flour is available for consumption.

SAILING VESSELS, because of their slow speed, are an easy prey for the submarines. France, England and the United States have leagued to prevent sail vessels from crossing the war zone. If owners of such vessels do not voluntarily divert them to Australian and South American trade the vessels will be taken over and operated by the government.



Figure 1.



Figure 2.

Approved Method of Artificial Respiration.

Annual Meeting of the Indiana Grain Dealers' Ass'n

The regular annual meeting of the Indiana Grain Dealers Ass'n was held in the Library Room of the Board of Trade at Indianapolis, Jan. 15 and 16, and the presence of so many dealers when Pres. J. S. Hazelrigg called the convention to order at 1:30 p. m. Tuesday was a fitting expression of the appreciation which the trade feels for the benefits which have come thru the work of the organization. The meeting followed closely in the wake of the worst snow storm and blizzard that the section had experienced in years, and with another storm predicted for Tuesday, the opening day of the convention, coupled with the fact that all forms of transportation were only partially recovered from the previous Saturday's blow, it would not have been a great surprise if the speakers had found themselves confronted with empty seats. That this was not true is probably due to the realization upon the part of the dealers of the state that only by organized and concerted effort can they ever hope to grapple successfully with the vital problems which confront the trade at the present time. The grain business of the country is safe in the hands of men who are always on the job.

Rev. E. P. Jewett, Pastor Hall Place M. E. Church, Indianapolis, pronounced the invocation, and the address of welcome on behalf of the city was delivered by Corporation Counsel Ashby.

H. J. Berry, pres. of the Board of Trade, welcomed the dealers on behalf of that body, and Bennett Taylor, Lafayette, responded for the Ass'n, the officers, and the board of managers.

Pres. J. S. Hazelrigg in his annual address said:

President's Address.

There are so many things coming up almost daily that confront the grain trade it is hard to know just where we are. Since the beginning of the war I venture to say that most grain shippers have made handsome profits owing to advancing markets in all classes of grain, caused by the urge at foreign demand. However, during the past year our own beloved country has been forced into the world-wide war and almost instantaneously new conditions developed in the grain trade, that no doubt a great many of us feel are hard to combat, but we must be equal to the occasion and make every effort in our power not only to help ourselves out of the difficulties that will arise, from time to time, but we should be more than ready to assist our government in the great things that have been undertaken. We must conserve and live up to the rules and regulations laid down for us. The conservative handling of grain and grain products will go a long way to help win the war, and the part the grain men will be expected to play in this respect will not be small by any means. Therefore, let us bend every effort and energy to help our government to meet the food conditions as they arise.

Increasing Production: Our government institutions are laboring hard to increase the production of wheat, corn and oats and no doubt have made much progress in this respect. However, there is not a grain dealer in our state but what can do much to increase production if he gets right down to work. He buys the grain that is raised in his community, he also has every chance to know the quality and grade of all the different kinds of grain that he handles, and to know the grain that produces the best results. In order to increase the yield of corn, wheat and oats, it is the duty of every grain dealer in the state to advise his farmer customers as to the kind and varieties of grain they should plant. He should also keep samples of the best varieties of each kind of grain that he

takes in and a record of the amount that such grains produced, and urge his patrons to plant the best varieties. This method of procedure will be a great incentive to the farmer to raise more and better grain and the result will be not so much frosted corn, not so much No. 4, 5 and 6 wheat and not so much No. 4, 5 and rejected oats. On the other hand, a better quality and a better yield will be derived from our efforts, and the increase in production can hardly be estimated.

I have one elevator that received one car of wheat during the crop two years ago and one-half of that was old wheat that was raised during the year before. We received 60,000 to 70,000 bus. of wheat at another elevator, and saved one large bin for seed, placing the best wheat that we took in in this special bin. Then we got in touch with the farmers at the station where we received only the one car of wheat and told them they could have all the seed wheat they wanted at cost and we would re-clean it for nothing in order to get them interested again in raising wheat. The haul was about 8 miles, and thru this little effort on our part there was about 25,000 bus. of wheat grown tributary to this elevator last year.

We grain dealers of Indiana are going to do our part and we are going to do it well; and when we all go over the top together our soldier boys will be there to greet us, and will thank the grain dealers of America for the help they have given in providing more food for the soldiers from home as well as for our allies.

Sec'y C. B. Riley presented his annual report.

Secretary's Report.

The year 1917 has passed into history as one of supreme moment, not only to the people of the world from the standpoint of governments but to commerce and business as well. New theories of government, and of commerce and business, have been and are still being exploited as a military necessity. The grain trade as a whole has been in the forefront of the on-marching business revolution, and at this time congratulations and praise are due to those connected with the business for the patriotic devotion to the common cause and the sacrifices that have been made and are yet to follow.

Membership. The importance and value of co-operation on the part of the purveyors and handlers of the food supplies of the country has found expression in the increased membership we are now prepared and pleased to report. Fifty new members were added to our rolls since the last annual meeting, and only 14 withdrawn or dropped for failure to pay their dues and otherwise, thus giving us a net gain of 36, which makes our membership 350, including shippers and receivers. Supplementing the above list, we have 104 additional stations, owned and operated by the members, and for which dues are paid.

As the value and importance of Ass'ns of this character are to a considerable extent reckoned by the relative magnitude of their membership, we feel that this Ass'n is increasing in importance and usefulness with each passing year, as we are gradually increasing our membership and the character of its personnel is of the highest order.

Non-members. There are many good men and grain firms located in the state that should associate themselves with us, and we are hopeful that as they more and more realize the importance of patriotic co-operation in the interest of the government, they will permit that sentiment to guide them to the Ass'n and their fellow-men, who are bearing the heat and burden of the day in this field of human endeavor. We will then no longer hear of the fellow who says "no use joining the Ass'n," as he has the opportunity of attending all its meetings, both local and state, and otherwise absorbs the benefits that flow out from the organized effort, without expense to himself or his business associates. Each year finds fewer of the latter class of grain men in Indiana, and the good work goes on all in the hope and confidence that the time will come when all are safely anchored in the fold.

Important Problems. During the year just closed the Ass'n has had many very important problems with which to deal. Early in the season the present wheat grades were promulgated by the Dep't at Washington and they developed a general demand for conferences and local meetings, where they could be studied and discussed. We held such meetings in many parts of the state, and insofar as we were able, tried to impress upon the trade the absolute necessity for careful and strict grading under the rules. We are glad to know that many realized the importance and the necessity for doing this and they now have no cause to regret their efforts; others took a different view and some could not get the appliances with which to make the tests, hence they met with many obstructions in marketing their grain and in some instances much loss resulted.

Much complaint was made against the grades, especially the moisture requirement for No. 2 wheat. A strong effort has been made to show the Dep't that the maximum moisture content of No. 2 Red Winter should not be less than 14%. In connection with others from this state we attended the recent hearing at Chicago, as well as other hearings on the grades question, and filed our petition and reasons for the change, and have reasons to believe the showing made justifies a higher moisture content which may be anticipated in time for the movement of the 1918 crop.

The Food Administration has brought sharply to the attention of every grain dealer the necessity for handling grain under definite rules and margins of profit.

Transportation. We have been active in transportation matters. The trade has been greatly embarrassed by failure to obtain adequate facilities for the movement of the grain offered and while at all times ready and alert to serve our people in this matter, we have never felt so powerless to accomplish for them what they were entitled to.

We now have a chaotic condition of transportation matters and it would be a reckless hazard to venture a guess as to the ultimate result. The shippers are greatly handicapped, but hopeful, and let us, without further discussion, join them in that buoyant spirit of confidence that in time everything will work out all right, but above all let us be as helpful as possible to the administration in its herculean effort to bring order out of chaos.

Seed Corn. One other activity of the Ass'n might be referred to, that was the campaign in the interest of seed corn. It goes without saying we cannot anticipate a crop of corn if we have poor seed or no seed at all, and the general condition of



Bennett Taylor, Lafayette, Pres. Indiana Grain Dealers Ass'n.

corn in this state is such that probably 90% of it is unfit for seed and the little that has been saved of this current crop is daily growing worse. Every ear of old corn should be saved and the grain dealers should exert themselves as never before to find seed and make it available for their farmers. The Food Administration Grain Corporation has become interested in this subject and so has the Dept. of Agriculture at Washington, as well as our own Dept. with which we have worked. We cannot refrain from again appealing to you to exert every possible bit of energy you possess to help this cause along.

Surplus. By reason of the dues from our increased membership, our increased receipts from the claims and advertising Depts., we have been able to create a small surplus and invested it in Liberty Bonds in the sum of \$1,000, thus doing our "mite" as an organization.

Bert A. Boyd, Indianapolis, treas. of the Ass'n, showed the following excellent financial condition:

Treasurer's Report.

Receipts.

Cash on hand Jan. 9, 1917.....\$1,760.03
Receipts 7,829.20
Total\$9,589.23

Disbursements.

Vouchers 2619 to 2925 inclusive.... 7,865.27

Balance Jan. 10, 1918\$1,723.96

Pres. J. S. Hazelrigg announced the appointment of the following special committees:

Resolutions: O. J. Thompson, Kokomo; E. K. Sowash, Middletown; C. A. Stevenson, Frankfort. **Nominations:** Chas. A. Ashpaugh, Frankfort; J. J. Batchelor, Sharpsville; Wm. Nading, Greensburg. **Auditing,** Fred Heinmiller, Percy Bratford and P. M. Gale, Indianapolis.

C. B. Jenkins, Noblesville, spoke to the memory of those members who have died during the past year, in which he referred especially to A. B. Hinshaw, Nora; William B. Wells, Indianapolis; and to Mrs. Goodrich, the mother of P. E. Goodrich, Winchester, and of Gov. J. P. Goodrich, both of whom are members of the Ass'n.

L. W. Forbell, of New York, in discussing "Grain Trade Problems," said:

Grain Trade Problems.

The present situation in the grain trade is one without parallel. All former recognized standards for doing business, either have been cast aside altogether, or have proved so inadequate to cope with the changed conditions arising from the war, as to make their further use, without radical re-adjustment, an impossibility. It is to this task that the trade is now applying itself.

To the everlasting credit of the grain trade, its hearty co-operation with the government Food Administration was given cheerfully to the sacrifices entailed have been great. The patriotism shown by the grain exchanges and the grain dealers generally of the country, in promptly expressing their loyalty by subserving their interests to those of the government, deserves commendation, and the individual action of a number of our most prominent merchants who have cheerfully dissociated themselves from active and lucrative businesses, to give their services to the government without remuneration, is an example of the spirit that prevails thruout the trade. All sections of the country are represented by them, thus giving assurance of wise and practical administration of grain affairs.

The recent conference at New York between Mr. Julius Barnes and the various interests as represented by officials of the Grain Dealers National Ass'n, the chairmen of its 5 special committees, other representatives, and the Council of Grain Exchanges, did not suggest that there were any new plans for grain control in contemplation, but rather reviewed the situation and gave to those assembled a clearer and decidedly better understanding of the wonderful results achieved in the then 3 months' operation of the Grain Corporation.

At the annual meeting of the Grain Dealers National Ass'n, held at Buffalo last September, the promise of the Food Administration, thru Mr. Barnes, to give back to the grain trade immediately after the conclusion of the war, its business in

as near its former condition as possible, was made in good faith, and this statement should be relied upon, as all control thru the Grain Corporation will cease at that time.

Much depends, however, upon the duration of the mighty struggle now in progress, for none can doubt that its prolongation may necessitate further radical departures, from which its rehabilitation may be brought about slowly, with more than a possibility of its business being conducted on lines differing greatly from those with which we have heretofore been accustomed. What concerns us most, however, at this time, is how to meet each new condition successfully as it arises and so continue until the end of the war.

New Legislation: There will undoubtedly be new legislation introduced in the present Congress for the granting of additional powers to the Food Administration. We can only hope and trust that their application under the leadership of Mr. Hoover, and with the able direction of Mr. Barnes, will cause the least possible disturbance in the conduct of the grain business.

Transportation: It is more than a matter of deep regret that the railroad systems have been unable to cope with the enormous strain put upon them by the country's commerce, but now that they are under government control, it is to be hoped that their efficiency of operation will be improved to an extent whereby our large, but poorly conditioned corn crop may be marketed safely. The needs of our allies in this respect are large and pressing, but export business is marking time until the now serious car shortage has been relieved and more vessels are available at the seaboard to transport the grain abroad.

The shortage of ships at eastern ports and their inability to obtain coal, which last week was the cause of preventing sailings of 136 steamers from the port of New York alone, is in itself one great cause for the present car shortage at the west, which cannot properly be relieved until the thousands of loaded cars at eastern terminals can be unloaded and returned.

The Food Administration is doing everything possible to provide equipment for the use of the great corn belt, so that a more rapid marketing of both corn and oats can take place.

Margins Needed: Let me impress upon you that the prices you pay for corn should not be based on high market quotations, when practically no part of the corn in Indiana, or the Central West will meet the grade. I am informed that losses have already occurred thru injudicious buying and as we approach the danger season margins will have to widen, in order to avoid further losses, which are sure to follow on account of deterioration. It is asserted that the artificial drying of corn from this crop will far exceed in amount that of any previous crop and this will be absolutely necessary in order that many millions of bushels that must of necessity be marketed, may be saved.

According to government figures the corn crop of 1917 exceeded in amount that of any previous year, but the results of grading at primary markets to date indicate that the amount of merchantable corn will be surprisingly small considering the record size of the crop. The exporter will buy only a good grade of corn, such as No. 3 or better, as any grade lower than that cannot safely withstand an ocean voyage, to say nothing of the delays incident to its transportation to the seaboard.

I mention this to caution you against purchase of the No. 4 grade with the intention of shipping the same east, expecting that it will be applied against sales of No. 3 corn at a discount, or that it might be used by exporters. This would be a grave mistake, even tho it arrived in good condition, for its only possible use in a natural state in quantity would be by a local industry, or, if for export, the discount would have to be at a rate sufficient not only to provide ample margin for cost of drying and shrinkage, but to leave a profit for the buyer large enough to afford an adequate return for the trouble and risk assumed. In either event the discount would be heavy and the returns to the shipper decidedly disappointing.

The Oats Crop: All authorities agree about the size and quality of the oats crop, but its marketing has been delayed by lack of cars and railroad congestion, until now eastern markets are bare of supplies and a serious situation exists. Exports of this commodity have been free

considering the movement, tho they total below those of a year ago and the foreign demand, at times somewhat erratic, is expected to continue thruout the crop year. As in other commodities, a lack of vessel room has restricted the amount exported.

To sum up briefly, the matter of marketing the 1917 crops of grain is one principally of railroad transportation. The bulk of the crops, with the exception of wheat, remains in the farmers' hands and cannot seek natural trade channels until the vice-like grip of winter has been loosened, and it is possible to conduct railroad operations in a manner that will utilize to the highest degree of efficiency the facilities now in the hands of the government. In order, however, to bring this about we must have ships a-plenty available at the seaboard to relieve and avoid congestion there, but, above all, and without which all efforts would prove fruitless, there must first be supplied that prime necessity of all commerce, namely, coal.

Following Mr. Forbell's address the dealers were given an opportunity to bring up any subject which they desired to have considered, and Geo. F. Munson, chief inspector at Cincinnati, was asked to state what conditions prevail in his market.

Mr. Munson: Our receipts are very small at present and corn is grading low.

Pres. Hazelrigg: Very little wheat at Cincinnati has graded No. 2. What, in your opinion, is the reason for this?

Mr. Munson: Early in the season much of the wheat did grade No. 2, but later in the season the percentage became much less, and it was due to the increasing moisture content of the grain.

Pres. Hazelrigg: Then, more of it was kept out of the No. 2 grade by excessive moisture than by low test weight?

Mr. Munson: Yes, altho some of it did not test high enough.

Mr. Sowash, Middletown: We had one car which would have graded No. 2 in all respects except for its test weight of 58.8 lbs. The sample went to the Zone Agent's office at Philadelphia, and he said it was No. 3 and must be discounted 3c. That is too great for wheat of that nature.

O. J. Thompson, Kokomo: We are making a test on a parcel of wheat which was sacked and placed in the driveway of our elevator. When it was placed in the sack on Sept. 12, 1917, it tested 11.8% moisture and weighed 61 lbs. per bu. Samples have been removed with a probe for testing at intervals since that time, and the following results have been obtained: On Oct. 5 it showed 12.5% moisture; on Oct. 30, 13%; on Nov. 22, 13.2%; on Jan. 7, 1918, 13.6%.

Bennett, Taylor, Lafayette: We have had no serious trouble with our wheat. I think 13½% of moisture for No. 2 is fair, but would be glad to see it placed at 14%. I believe, also, that in making tests such as Mr. Thompson's we should make them from every angle, and that a record of test weight per bu., as well as of shrinkage or increase in the total weight, should be kept along with the record of the moisture content.

C. B. Jenkins, Noblesville: The human element enters into this to a very great extent. You can put ever so much uniformity into print, but it must be administered by men and the human element must be reckoned with. One car of wheat which showed no dockage at Indianapolis went thru to New York and dockage of 1% was assessed by the inspector at the latter market. This shows that uniformity on paper can be defeated by the human factor. More of the inspections coming from the Philadelphia Zone Agent's office which seemed to me to be wrong were against the shipper than against me, the miller who was buying the grain.

Mr. Forbell, New York: I contended

in the hearing before Mr. Brand at New York that 13% of moisture is wrong, and that millers thruout this territory have always been satisfied with 58-lb., 14% wheat, because it was a safe carrying and milling proposition. Dockage, as practiced now, is very unfair. It is against the interest of the producer and of every man who handles the wheat. Some pressure should be made upon the Dep't to change the dockage practice. Dockage is a harvest for the railroad elevators at New York on wheat handled for the Food Administration Grain Corporation for export. My opinion is that the moisture content will be fixed at 13.5% with a test weight of 58½ lbs. for No. 2 red winter if all evidence submitted to the Dep't was the same as at New York.

Mr. Munson: We do not have so much dockage now as at first. It is being kept at home.

Mr. Thompson: Are you using the same method as at first?

Mr. Munson: Yes, with the exception of a larger chess screen.

Mr. Taylor: I think that if we use the proper methods dockage is a good thing. I also think that, at first, we took out too much, but now we are being more careful. The farmer will keep the dockage at home if he is forced to do so.

Sec'y Riley announced that a dinner and entertainment would be given the dealers by the Board of Trade in the Severin Hotel at 7 p. m.

Pres. Hazelrigg called upon B. F. Crabbs, Crawfordsville, whom he referred to as being the oldest grain man in the state, and asked him to say a few words to the convention.

Mr. Crabbs: The trade is so different now than 40 years ago, when I first entered it, that I almost feel that I am in another world. We must all do our best to assist the nation in the task which is before it. I am glad to be a member of this Ass'n.

Mr. Shoemaker, of Daleville, gave a reading on a subject which he announced as "Pie," and which he characterized as "Blessings in Disguise."

Sec'y Riley read a telegram from Pres. Eikenberry of the National Ass'n, announcing his inability to attend because of the storm and expressing the hope that the meeting might be a successful one.

The Ass'n adjourned to convene at 9:30 a. m. Wednesday.

Wednesday Morning Session.

Pres. Hazelrigg called the convention to order at 10 a. m. and introduced W. P. Carroll, Chicago, Federal Grain Supervisor, who said:

The Grain Standards Act, granting the Sec'y of Agriculture authority to establish grades and issue licenses to inspectors, has been in effect over a year. Many still speak of "federal inspection," but this is not correct for it would contemplate inspection by federal officials paid by the government. The issuance of a license does not make a man a federal official, and the work of the government is only that of supervising the inspecting which is done by men who are licensed to work under the Act and Standards.

There has been less friction with the corn grades than with the wheat grades because the former were better understood. Our principal trouble is with carelessness and when that has been removed I believe that the dissatisfaction will disappear. Dockage is new to you, but it has worked well for years in the Northwest. In determining the dockage only that which is necessarily removed should

be classed as dockage and all wheat that can be recovered should be placed into the wheat.

Uneven loading of cars is a source of difficulty. Each car should be as well mixed as to moisture and kinds of wheat as it is possible to mix it and before the door is closed the shipper should take an average sample of the grain and inspect it, so as to know what the grade should be before the car leaves his station.

Appeals must be taken within 48 hours after inspection. The shipper should tell his commission man what he expects the car to grade, and he should instruct him to make an appeal if the inspection does not show that grade. It is the intention of the Dep't to handle appeals in as uniform manner as possible, but we can not reinspect a car after it has been unloaded.

Pres. Hazelrigg: What are the general reports from dealers on moisture content?

Mr. Carroll: I cannot answer directly. Many dealers made no moisture tests before, but we find in Chicago that other factors than moisture are often the cause of wheat grading down.

Sec'y Riley: Is it not possible for the Dep't to fix relative value of grades for wheat going into a grade because of the excessive quantity of a particular factor?

Mr. Carroll: That is outside the Act. It is in the hands of the Food Administration Grain Corporation and I understand they are taking it into account. To fix values on the basis of factors entering into the grading of grain is the ideal system, but the trade is not ready for that. It would almost be equivalent to a milling test.

Mr. Deam, Bluffton: The elevator man should not pay for dockage. It is his duty to dock the farmer and the principle of dockage will be an education to the farmer and will bring about better wheat. The farmer will make the thresher clean the grain. Dealers who do not use the screens make a mistake.

Pres. Hazelrigg: What do you do with the dockage?

Mr. Deam: We do not pay the farmer for it. We grind what we can and use it in the best way possible.

Mr. Carroll: The ideal way is to give the dockage back to the farmer.

Mr. Deam: I do not agree that that is the ideal way. I think this law is the best thing ever enacted for the grain dealer, if he follows it, but if we give back the dockage to the farmer he won't clean the wheat.

Mr. Carroll: I must qualify that statement because I do not think it practical to give back the dockage except under conditions such as exist in the sections where it is now being done.

P. E. Goodrich, Winchester: I think the farmer is not entitled to pay for anything but wheat. It is the dealer's own fault if he does not dock wheat and clean it and keep the dockage home to be used in feed. I am thoroly in favor of the law and believe every dealer should follow it.

Sec'y Riley: Is it possible to make the inspection certificate show what is the nature of the dockage? In some cases there has been a controversy as to the value of the dockage and if the certificate shows its nature it will be easier to determine its value.

Mr. Carroll: I can see no objection to putting the nature of the dockage on the certificate. There is no rule for or against it.

P. E. Goodrich: We should request, by resolution, that the various markets adopt that practice.

J. M. Brafford, Indianapolis, spoke on

transportation matters, calling attention to the recent order prohibiting the re-shipment of grain in cars on track. He said that out of 63,000 loaded cars in the New York district only about 500 contain grain, and that Representative McCormick, of Illinois, had called on Mr. Hoover and Mr. McAdoo, the Director General of Railroads, on the previous day to ask that orders be issued to permit the free movement of corn.

Upon motion of Mr. Brafford a com'te of 3, consisting of Mr. Brafford, P. E. Goodrich and J. A. Cullen, of Monticello, was appointed to draft a resolution covering the matter of embargoes against grain movement.

H. A. Foss, weighmaster of the Board of Trade, Chicago, delivered an address on "Weights and Scales," in which he said:

Weights and Scales.

All of you, doubtless, have heard of the recent hearings of the Interstate Commerce Com'n on claims. The evidence presented at those hearings recalls to mind that old story wherein the pot called the kettle black. Anyway, the testimony presented by the railroads tended to place the burden for the prevailing differences in weights on the shoulders of the shipper, while the testimony of the shipper, in turn, laid the burden at the door of the carrier. The evidence given was seemingly so contradictory in character that the Com'n must have been in a quandary, so to speak, for, in substance, it commanded: "Gentlemen, get together, settle your differences, and sin no more."

A facetious reader of the Grain Dealers Journal in commenting on the hearings in verse in the issue of Oct. 25, 1917, under the title, "The Mystery of a Weight Difference," predicted a decision of this sort in language which he termed the Judge's Decision, and he predicted that with the resultant elimination of poor cars and faulty scales suggested by his poem there would be no need for railroad claim agents.

It should be gratifying to all of you that your ass'n, thru a live com'te, is attacking this mooted question of weighing aggressively. And, it will give us exceeding pleasure at all times to co-operate with your com'te and your sec'y in dealing with this momentous subject.

In handling the question I would recommend the following procedure:

First: The sec'y, or your com'te on scales, should have a record of the type, capacity and condition, including foundation and location of each and every scale of the members of your organization, and the weighing conditions extant.

Second: Based on this record, where needed, reasonable and practical recommendations to the owners and operators of the grain weighing and handling equipment should be made with a view of greater uniformity of equipment and weighing methods.

Third: Based on the record of scale testing to be kept by your ass'n, some one should be authorized to insist that tests of the scale of each and all of your members should be made at regular intervals.

Fourth: The carrying out of any practical recommendation that may be made for improvements such as changes in equipment, repairs, or new installations should be required by your com'te.

I am assuming that your ass'n has, or can have, access to the scale records of your state scale inspection bureau, which, I understand, now attends to the testing of your scales.

Finally, we should all work toward a greater standardization of the equipment used for weighing grain. By standardization I refer to suitable capacities of scales to fit the peculiar conditions existing at each interior elevator, as well as to the type of scale, method of installation and proper maintenance.

At the conclusion of the address by Mr. Foss he and his assistant, Jo Schmitz, exhibited a series of 50 lantern slides showing various scale defects and other views of interest to the trade. Mr. Foss and Mr. Schmitz pointed out the cause and nature of each defect, and told how it could be corrected in scales in use for weighing grain.

The convention adjourned for luncheon.

Wednesday Afternoon Session.

NEW ELEVATOR AGREEMENT.

Pres. Hazelrigg called the meeting to order at 1 p. m. and announced that Fred S. Griffin and Ernest Wannemacher, Philadelphia, representing the Food Administration Grain Corporation, would address the convention, bringing Greetings from the Food Administration.

Mr. Wannemacher explained the new elevator agreement which was then being submitted to the elevator operators of the country for signing, and offered to answer to the best of his ability any questions that might be asked.

A. E. Betts, Marshfield: Suppose the elevator is of good capacity and the owner is asked by the Corporation to fill his house and hold the grain. How can he finance it?

Mr. Wannemacher: I think the banks will find it to their interest to make arrangements thru the Federal Reserve System to handle it. This provision of the contract will only be enforced when times become urgent, and we would, of course, leave you working room. If you operate more than 1 elevator you need sign only one agreement and attach a list of the houses you operate. The contract assures you that the Corporation will use every effort to get cars for you to move the grain when it is wanted.

1/15 CENT NOT ENUF.

Mr. Betts: Does the Corporation figure 1/15c per day enuf to cover interest and insurance?

Mr. Wannemacher: Yes, it has been decided so upon the average of figures compiled. Payments will be made when affidavits are filed, and I would file an affidavit each week covering that week's storage.

Sec'y Riley: Will this agreement deprive the operator of the right to reject wheat if he does not want to handle it?

Mr. Wannemacher: No, sir.

Sec'y Riley: If it gets out of condition will this keep him from moving it?

Mr. Wannemacher: No. There are plenty of places to use it.

Sec'y Riley: One-fifteenth of 1 cent per day would have been reasonable at one time, but not now, because interest and insurance have doubled, and the allowance probably is not sufficient.

Mr. Wannemacher: I do not believe the Corporation will retain wheat in elevators and pay 1/15c per day very long. It is not to its interest to do so.

Pres. Hazelrigg: Are you using any country elevators for storage?

Mr. Wannemacher: Not as yet.

Sec'y Riley: What are the provisions as to grading into the house?

Mr. Wannemacher: None.

Mr. Taylor: What would be the result if the agreement is not signed?

Mr. Wannemacher: I do not know but I think there would be some result. We want to get all elevator owners to sign it. We do not know when the emergency requiring us to store the grain in the elevator will come.

C. A. McCotter, Indianapolis: The elevator owner agrees to sign away his rights, but you do not meet him.

Mr. Wannemacher: I think the first paragraph on the back of the agreement protects the owner quite fully.

Mr. Griffin: From now on there will be a new plan for distributing wheat. Heretofore the miller has purchased his supplies wherever he could find them, but now he will buy only under our direction. The grain dealers will be furnished with telegraph blanks upon which

to report, at our expense, the quantity of wheat they have for sale, and the Milling Division will furnish to us statements showing the allotment which remains to each miller for the unexpired portion of the crop year. We will then direct the individual shipper and miller to get in touch with each other for the purpose of making a deal for the wheat. All unfilled permits to buy wheat are cancelled. As much of the amount that each miller is permitted to grind as is available will be given him.

Sec'y Riley: What will guide you in designating the particular elevator operator who is to supply a miller?

Mr. Griffin: Routing, and other factors which make for the most advantageous distribution of the grain.

Pres. Hazelrigg: I have 2 or 3 cars that have been sold several weeks. If I wire you that I have this quantity of wheat what will be done with it?

Mr. Griffin: If it was sold under our direction we would endeavor to get cars for you.

Mr. Taylor: In the case of an elevator and mill located in the same town can the mill buy wagon wheat from the elevator, when the elevator has less than a minimum car?

Mr. Griffin: Yes, sir.

Sec'y Riley: In a previous meeting Mr. Mennel answered that question by saying that wheat once bot by a licensed elevator must be handled in the same way, whether it be a wagonload or a carload.

Mr. Griffin: I would say that it is not necessary to send a sample of wagon lots. If the elevator man has 1,100 bus. it is a carload and must go into a car.

Sec'y Riley: Can a local elevator man who has 1,100 bus. sell it to a local mill in small lots?

Mr. Wannemacher: If his report shows a carload he should not sell less than a carload. We consider wagon wheat only that from farmers. In case the elevator man has less than a carload we still want him to report it because we want control of all wheat except that from farmers.

Mr. Jenkins: Suppose a farmer ships a car of wheat to me, and I have no previous knowledge of it, my first information coming when the car is on track and the draft is presented. Shall I turn down the draft and cause demurrage?

Mr. Griffin: I cannot conceive that such a thing will happen, because after the new plan is put into effect grain will never come to you until you have bot it by our direction. I would also say that a farmer who buys and handles wheat not produced by him must have a license.

Mr. Taylor: Do you guarantee that the mill you designate as the purchaser will pay the draft?

Mr. Griffin: We do not guarantee anything, but the miller is licensed. Settlement is made on arrival weights. Grain in transit at this time will be received, but all unfilled or unshipped permits are cancelled. The seller makes the terms with the mill, and if the grain dealer and the miller can not do business the matter should be taken up with us for adjustment.

Mr. Wannemacher: I think I am safe in saying the Corporation will take care of you.

LICENSED SCOOPERS.

Sec'y Riley: If a scoop shoveler, whom you have licensed, overdraws on a shipment and does not pay the overdraft what will be done?

Mr. Griffin: I think that the miller who thus becomes the victim of a dishonest licensee would be protected by the United States Government.

Mr. Wannemacher: I think if there is any weight claim, or other claim, proven by sworn affidavit, the Corporation will give protection.

Mr. Goodrich: If that is the attitude of the Corporation it would better investigate a lot of licensed scoop shovelers in the state of Indiana before it is called upon to make good some of their acts.

Mr. Taylor: Why do scoop shovelers get licenses?

Mr. Goodrich: I do not think a scoop shoveler should be licensed at a station where there is an elevator, and I think any licenses which have been issued to such men should be revoked.

Mr. Wannemacher: I feel that the man who has his money invested in handling equipment should have more consideration than one who has no such equipment.

Mr. Deam: A man should have some storage capacity if he is to be licensed. I hope you will take back with you a message of protest against the licensing of the scoop shoveler.

Sec'y Riley: Is not the scoop shoveler who contracts with farmers for grain, at a definite price, and to be delivered to him at the railroad on a date several months later, a hoarder?

Mr. Griffin: If individual cases are brot to our attention we will be glad to attend to them.

(Editor's Note: In a conversation after the adjournment of the session Mr. Griffin stated that it is recognized that the commission merchant performs a definite service in handling grain, and that the Corporation will be willing to permit country dealers to make arrangements to have their telegraphic reports of wheat on hand for sale come to the Zone Agent thru a designated commission man. The instructions as to the sale of the grain will then be given to the commission man, who, in turn can communicate with the shipper; and the commission merchant will be permitted to make the sale to the designated mill at freight plus 1c off, thus giving to the shipper a price 1c less than he would receive if he made the sale direct, and for this 1c he would receive the benefit of the usual services of the commission merchant.)

Pres. Hazelrigg introduced Dr. Barnard, state Food Administrator, who spoke upon the work of his office.

C. B. Jenkins: I move that we act upon Dr. Barnard's suggestion, and that a com'ite be appointed to act for the Ass'n in matters which come up for consideration between the Ass'n and the Food Administrator's office.

The motion was carried but the appointment of the com'ite was permitted to wait until a later time.

The following resolution was read by P. E. Goodrich, chairman of the special com'ite, and upon motion it was adopted and ordered telegraphed to Senators Harry S. New and James A. Watson and Representative Merrill Moores:

Protest Against Corn Embargo.

We, the Indiana Grain Dealers in Convention, wish you to protest to the Director General of Railroads against discriminatory orders on corn shipments, and all orders against the free and untrammelled movement of corn, and urge the immediate withdrawal of recent embargoes ordered. On account of the unprecedented condition of the present corn crop, containing as it does, from 23 to 40% moisture.

This is from 10 to 20% excess of an average crop. And if farmers are not permitted to market their corn now by forwarding it to terminals equipped with dryers, or put into quick consumption while weather conditions permit, millions of bushels of Indiana corn will be a total loss, as 85 per cent of the Indiana corn surplus still remains on the farms.

We suggest the immediate appointment of a special Director to handle the transportation of grain.

John J. Kennedy, of the office of the Collector of Internal Revenue, Sixth District, Indiana, gave an explanation of the income and excess profits tax laws. After considering the general provisions of the laws a blackboard was brought into the room and he illustrated the principles which he had described by figuring the tax which would be assessed in specific instances that were submitted to him. In connection with the tax upon excess profits it was necessary for Mr. Kennedy to call attention to the fact that the Treasury Dep't has not published its interpretation of the Act, and for that reason many of the opinions which are being expressed at present will necessarily be subject to later revision.

Bennett Taylor: Can traveling expenses, incurred in producing or carrying on a business, be deducted?

Mr. Kennedy: Yes. However, an individual can not deduct traveling expenses, incurred for purely personal matters, in arriving at his income tax return.

Mr. Goodrich: In the case of a corporation with \$25,000 capital stock, \$50,000 invested in plants and \$25,000 borrowed money, how is the capital determined for the purpose of the excess profits tax?

Mr. Kennedy: Capital invested is the amount paid in, plus earnings up to Jan. 1, 1917. All taxes except income and excess profits taxes are properly deductible. A corporation having an established fiscal year can report on that basis. An individual must report on the basis of the calendar year. If the individual had no accurate inventory on Jan. 1, 1917, he will have to estimate an inventory and it will be subject to the approval of an inspector later. We can estimate it with a great deal of accuracy. He can make the inventory at either the cost or at market value, if the market value is below the cost. That is left to a com'te at Washington to decide and it has not been finally passed upon.

Chas. A. Ashpaugh: The collector put a notice in a paper in my town in which he states that a stock buyer or grain dealer must make and send to him a list of payments, over \$800, made during the year 1917 to individuals for stock or grain purchased by him. Is that correct?

Mr. Kennedy: Any one paying fixed and determinable gain in excess of \$800 must report it. A man paying for stock or grain need not report such payments because it is not all gain. There is no fixed date when reports of fixed and determinable gain must be filed. The Dep't has not made a ruling on it yet.

It is permissible to deduct a reasonable compensation for services actually rendered. Many men in business do not figure compensation for their own services, but all should do so.

Mr. Forbell: In the case of partnerships paying no salaries to the partners, but from which each partner draws his living expenses, is the amount which each draws in this manner to be considered as his individual income for the purpose of the income tax.

Mr. Kennedy: Yes. No income tax is paid by a partnership, but the individual partners carry their portion of the profits

into their returns. The partnership pays excess profits tax on its gains.

Mr. Goodrich: How about a corporation having a nominal capital, and borrowing the money which is needed to carry on the business? What would be the basis for taxation?

Mr. Kennedy: I have never been able to figure what nominal capital is. That, also, is subject to the rulings of the Dep't.

Mr. Goodrich: Then if it had no capital, but borrowed all money used in conducting the business?

Mr. Kennedy: I cannot answer in the absence of specific instances and rulings from the Dep't.

The report of the com'te on resolutions was read by O. J. Thompson, chairman, and the following resolutions were adopted:

Resolutions.

Want 14% Moisture in Wheat.

WHEREAS, It is well understood that wheat of 14% moisture will carry and handle without getting out of condition, therefore,

BE IT RESOLVED, That we earnestly petition the Grain Standardization Dep't of the Dep't of Agriculture to place the maximum amount of moisture in No. 2 red wheat at not less than 14%.

Should Give Nature of Dockage.

WHEREAS, We approve of the Dockage System in general, we believe that there should be some method devised whereby we shall receive compensation for the value of said dockage, therefore,

BE IT RESOLVED, That we recommend that the inspector's certificate, in addition to showing the percentage of dockage, should also state of what said dockage consists and the discount com'te name the value of same.

Lower Test Weight for Wheat.

WHEREAS, The test weight of 59 pounds for No. 2 red wheat is at least one-half pound more than the greater part of Indiana wheat will weigh and we feel that this requirement is inflicting a hardship on the producers, therefore,

BE IT RESOLVED, That we recommend the test weight of 58½ pounds be used for No. 2 red wheat, instead of 59 pounds.

In Memoriam.

WHEREAS, Divine Providence has removed from our midst and our membership, A. B. Hinshaw and W. B. Wells, the death of the former being by accident and unexpected, and the latter sudden and while yet in the exercise of his full mental powers.

BE IT RESOLVED, That this Ass'n realizes its loss and hereby expresses its sympathy to the families of each and the Sec'y is directed to furnish them with copies and cause same to be spread upon the records of the Ass'n.

WHEREAS, In the organization and conduct of the business affairs of this Ass'n many men in our State have given of their time, labor and money to bring it to its present state of usefulness and prosperity. Among this band of loyal and faithful co-workers are the members of the firm of Goodrich Bros. Hay & Grain Co., whom we desire especially mentioned and to whom we desire to express our sympathy and comforting assurance at this time because in the wisdom of our Heavenly Father, he has called from their family circle "Mother," whose life gave to us sons whom we delight to honor and whose upright and faithful services to mankind have and are at this very hour honoring us. Therefore,

BE IT RESOLVED, That this Ass'n hereby express to Goodrich Brothers our heartfelt sympathy in the loss of their beloved mother, and that this resolution be spread upon the records of the Ass'n and a copy be prepared and presented to them.

The report of the com'te on nominations was read by Chas. A. Ashpaugh, chairman, and upon its recommendation the following officers were elected:

Pres., Bennett Taylor, Lafayette; Vice-Pres., E. K. Shepperd, Indianapolis; Board of Managers, P. E. Goodrich, Winchester; J. M. Coucher, Bennett's Switch; James Barr, Earl Park.

It must have been that Bennett Taylor had "suspected something," as he could not be found when the cries of "Speech!" were heard, but Mr. Shepperd accepted the opportunity to thank the members of the Ass'n for the honor they had conferred upon him, and at the conclusion of his talk the convention adjourned *sine die*.

The Board of Trade Dinner.

The dinner and entertainment furnished the visitors by the Indianapolis Board of Trade was given in the Polar Room of the Severin Hotel, beginning at 7 p. m. Tuesday and continuing well toward the hour when Wednesday arrived.

In announcing the forthcoming entertainment at the afternoon's session Sec'y Riley referred to the dinner as having been arranged with the complete approval of the Health Officer. As it was upon a "Meatless Tuesday" everyone felt sure that the Sec'y really meant the Food Administrator; and after the affair had ended it was the consensus of opinion that both of those officials had had a hand in the arrangements, for the menu was such as to leave no unpleasant after effects and it conserved both meat and wheat for those who need them worse than the guests.

The entertainment during the first part of the dinner was furnished by a jazz band. Later this gave way to a ladies' orchestra, a young lady who danced, and a young lady who sang. The first and second selections rendered by the soloist shall be nameless, albeit there was much of music in them and they were well received; but when she essayed upon "My Old Kentucky Home" she found that she was speaking a language which every hearer could understand, and thrice she was brought back upon the stage in order that voices which had grown husky upon such words as "dockage" and "moisture content" and the multitudinous regulations attendant upon "Food Control" might give expression to the depths of feeling stirred by words of the chorus of that beloved air. Men who never had an Old Kentucky Home were sorry for themselves that night.

When the dinner had been finished Toastmaster William Hayward, introduced Will H. Hays, Chairman of the State Council of Defense, who said:

It is too bad that we must bring into a time like this any consideration of how best one man can bayonet his fellow man, but that is exactly what we must do, and the frank physician, who tells his patient just what is the nature of his ailment, and just what he must do to recover, is the physician who helps his patient most. I do not like to talk war, but I have nothing else on my heart or in my mind, and until that condition becomes general we will not win the war. The war will be won in the heart of each soldier, and in this respect we are as much soldiers as are the men in the trenches, and each soldier must give his active support to every other soldier. How long it may take to win the war I do not know, but I do know that we will win it. And we must remember that it will not win itself.

Mr. Hays gave 3 reasons why we are at war, each reason being an instance of a German atrocity which had come to the personal knowledge of a man well known to Mr. Hays. He assured his hearers that these 3 instances are the record of actual happenings, and no man who heard him will soon forget the things he told. One of them, for in-

stance, related to a young lady from an Indiana town who is now home after having served as a Red Cross nurse in Europe and whose badge of service is two wrists from which the hands have been severed by a German soldier.

"Why," asked Mr. Hays, "should we not be at war?"

Toastmaster Hayward next introduced George Ade, who is known to every magazine reader in the world, and who read a funeral sermon. Mr. Ade said that he considered it hardly necessary to state that it was never actually delivered, because it would certainly have caused the expulsion of the preacher from his church. The "sermon" was inspired by the almost simultaneous death of two men of an Indiana town. One of the men, "Red" Montgomery, died at the age of 21 as an American soldier in France, while the other, whose name has been forgotten, died at his home after having lived in the town during the whole of his 82 years. Mr. Ade showed that "Red" Montgomery had lived longer in 21 years than the other man in 82; and he did it in his humorous and pointed manner.

The next speaker was Captain A. Leys Brown, of the British-Canadian Recruiting Mission, who is now 23 years old and has served 4 years in the British Army, the greater portion of that time having been spent with the Canadians in Flanders. With 18 wounds he is no longer able to give a sufficiently good account of himself in the front line trenches and he has been placed upon detached service. Captain Brown said that the probable length of time which the war will last is of no interest to the men in France. They are only concerned with finishing the job, and with doing it so well that neither themselves nor their children will ever again be called upon to suffer as they have, and now are suffering. He related a number of incidents of active service, ranging from a description of the slush in which he waded while acting as censor and reading other men's love letters, thru the occasion when he went into the front line trenches for the first time to the recital of the act of a captured German officer, who, incensed at having stumbled over the feet of a German private who lay upon a cot in a dressing station with a frightful abdominal wound, kicked his own comrade to death before British soldiers could reach him. Of atrocities he said that he did not care to speak because it is enough to have witnessed them.

B. F. Crabbs, Crawfordsville, spoke briefly and J. P. Shoemaker, Daleville, recited the poem "Good By, Jim; Take Keer o' Yerself."

Convention Notes.

J. A. A. Geidel represented Pittsburgh. Alex C. Gale and Geo. F. Munson represented Cincinnati.

N. P. Claybaugh, elevator broker, of Frankfort, was present.

From New York came L. W. Forbell, of L. W. Forbell & Co.

Buffalo men present were Geo. D. Jones and I. W. McConnell.

A single Canadian representative was in the person of J. B. Trempe, Montreal.

Shippers from other states were: W. B. Wallace, Windsor, Ill., and Philip Horn, Monroeville, O.

Supply men who came were L. C. Mendenhall, of A. T. Ferrell & Co., and A. S. Garman and W. B. Sutton, representing the Huntley Mfg. Co.

C. B. Sinex, of the Grain Dealers Fire Ins. Co., was in charge of the registration, with Mrs. Sinex ably assisting him.

Toledo sent Wm. W. Cummings, of J. F. Zahm & Co., and John W. Luscombe and Joe Doering, of Southworth & Co.

The Dept. of Agriculture was represented by Federal Grain Supervisors W. P. Carroll, of Chicago, and R. B. Woolsey, of Indianapolis.

The United States Food Administration and the Food Administration Grain Corporation was represented by Ernest Wannemacher and Fred S. Griffin, both of Philadelphia.

Ed. F. Holloran, inspector for the Grain Dealers Fire Insurance Co., was at the home office from his station in Great Falls, Mont., and he observed convention sights.

Indiana shippers in attendance included: Chas. S. Anderson, Stockwell; J. J. Batchelor, Sharpville; Howard Bennett, Morris-town; A. E. Betts, Frankfort; S. J. Bruce, Oakandon; R. W. Edmonds, Boswell; E. E. Elliott, Muncie.

L. C. Conaroe, Kirklin; B. F. Crabbs, Crawfordsville; C. Cunningham, Tipton; C. M. Currie, Greenfield; H. L. Day, Swanington; C. R. Dimmich, Boswell; J. F. Doan, Boswell; A. H. Flanagan, Crawfordsville, William Frank, Frankfort; P. E. Goodrich, Winchester.

J. M. Hanna, Willow Branch; F. M. Howard, Crawfordsville; C. B. Jenkins, Noblesville; R. W. Morris, Greenfield; T. A. Morrison, Kokomo; J. H. Morrow, Wabash; Rush McKinney, Reagan; J. R. McConaughy, Kewanee; O. E. Powell, Boswell; C. O. Powell, Lizton.

Russell Sahan, Lebanon; Ura Seeger, Marshallfield; W. A. Sharpe, Shelbyville; John S. Souder, Greenfield; E. K. Sowash, Middletown; J. P. Shoemaker, Daleville; W. D. Springer, Fountaintown; R. S. Stall, Thornton; C. A. Stevenson, Frankfort; Frank Strange, Reagan; Bennett Taylor, Lafayette; O. J. Thompson, Kokomo; W. S. Wisehart, Millville; H. L. Walker, Montpelier; H. E. Waltz, New Palestine; C. A. Warren, Sulphur Springs; P. J. Wolfram, Brownsburg; H. K. Woody, Pittsboro.

Screenings.

SING IT.

Oh, heatless days,
Dear heatless days,
Thy joys we'll ne'er forget.
The Chill that plays,
When fires don't blaze,
Is round about us yet.

Long, Cobb & Co., Olivet, Mich., dealers in grain and fuel, can tell you all about the fellow who raised an ear of corn so big he used a log wagon to haul it to market. Possibly, also, they have the name of the concern that built the special machine to shell this ear of corn, and the address of the company that furnished the overhead traveling crane that loaded the corn one grain at a time, four grains to the ear. I. M. Fusser settled the claim for leaking in transit.

Vinton, Iowa, comes forward with the second perfect red cross in a white ear of corn, grown by William Reisser.

Trading in futures may be restricted, but there are a lot of us short on coal.

A FAMINE FABLE.

Once upon a time a poor carter went before the Most August One and bowing low declaimed and said: "Most valiant sir, Behold, I receive not enough to buy feed for my horse and to pay for the wear and tear on my wagon. Issue then, I pray thee, a special edict that I may receive more and to spare and I shall ever continue in the carting business and remain your majesty's most humble and obedient servant."

Now the Most August One was wroth and declared he would not believe the carter, for he knew him to be the son of a liar, and he did not believe him.

And the next day there was a coal famine.

First Telegram.—"Sell five thousand corn at market, immediate delivery." Cash Customer.

Second Telegram.—"Your wire date. There ain't no sich animal." Breaking and Broke.

Work of Chicago Board in 1917.

In the annual report made by Joseph P. Griffin, retiring pres. of the Chicago Board of Trade, he called attention to the cash balance of \$93,446.46 remaining in the hands of the treas., and to the fact that \$85,900 of the outstanding bonded indebtedness had been cancelled during the year. He stated that the showing had been made possible by the increased revenue arising from the sale of quotations and from fees arising from the transfer of memberships. He further predicted that this extraordinary revenue will entirely wipe out the indebtedness of the Board of Trade within 8 or 9 years.

In referring to the fact that the business of the Exchange has had to withstand not only the unfair carping criticism of the uninformed, but also the closest scrutiny and observation from governmental agencies, he says that, as a result of this publicity, the exchanges today stand in better light, are better understood and the value of their economic functions more greatly appreciated than ever before.

Plans for the proposed new building have been ready since about Sept. 1, but he expressed the belief that no steps should be taken towards the erection of the building until after the termination of the war. The same statement is made with reference to the advisability of instituting trading in cotton and cottonseed oil, the prediction being ventured that, as soon as these commodities become a part of the commerce of the Exchange, membership in the Board of Trade will, as a result thereof, become the most valuable exchange privilege in the world.

The report of Louis C. Brosseau, chairman of the legal dept., contains the information that the Master in Chancery has made a report recommending the dismissal of the suit of William Lanyon versus James E. Bennett and the Board of Trade, and upholding the power of the Board to penalize short sellers by requiring them, as rule 13 formerly did, to settle at the average price in the pits on the last day of the month, and expresses the confidence that the federal court will adopt the report.

The grain sampling and inspection dept. sampled 96,685 cars of grain and 5,525,034 bus. in cargoes, for which it received \$45,289.65, with expenses of \$44,974.11, leaving a net balance of \$315.54. Adolph Gerstenberg, chairman of the grain com'te, referred to the improvements in the dept., stating that its sampling and moisture testing methods are recognized by all branches of the business. He spoke of the work as having been very interesting, and recommends that, for future guidance, compensation be allowed the com'te when it is called to perform service which requires absence from the individual business of the members that results in loss, as it frequently does.

The report of the weighing and custodian depts., made by W. H. Perrine, chairman, shows 229,818 cars of grain, and 26,805,113 bus. of grain to and from boats, to have been weighed, the total quantity of grain, grain products and seed weighed being 371,680,456 bus.

ARGENTINE wheat fields, now ready for the harvest, are being fired by incendiaries. Fires are reported from many sections of the country and recently two individuals were discovered in the act of setting fire to a grain field.

One Sixth of Grain Laden Cars Leak.

Leakage in transit is the only great drawback to handling grain in bulk. Leaks are a source of annoyance and expense to both the carrier and the shipper of grain. Inventive genius has not yet put into service a leakproof grain door but is devoting itself diligently to the task.

It should ever be borne in mind that this problem will not be solved in its entirety by a leak-proof grain door. Grain door leaks constitute only about 25 per cent of all leaks. Nothing definite is known about the relative amount of leakage at various points of the car, nor has any one been willing to father a statement showing the quantity of grain lost in transit, or the cost of adjusting claims arising therefrom.

Losses are known to be great. Their indefinite character makes their adjustment difficult, expensive and unsatisfactory. The only practical way of alleviating this condition and lessening the burden is to exercise unremitting care in cooping cars before loading grain into them. Rejection of cars that are manifestly unfit for grain might serve to impress on railroad officials the importance of supplying grain tight cars strong grain door and car liners for the transportation of grain.

For 1917 H. A. Foss, weighmaster for Chicago Board of Trade, handled 229,818 cars of grain. About one-sixth (16.3 per cent) of the inbound cars were reported leaking, the record showing 19,721 leaking cars, with 23,078 leaks, some cars leaking at two or more places.

The detailed record of location or cause of leaks gives the following information: Leaking at grain door, 2,840; leaking over grain door, 2,457; leaking at sides, 5,771; leaking at ends, 4,386; leaking at king-bolt, 68; leaking at drawbar, 415; leaking in other parts of car, 7,141.

An examination of these figures shows that exactly one-fourth of the leaks were at the sides, due to shrinkage, fracture, or dislocation of the lining and siding. A little over 23 per cent were at or over the grain door. Leaks at the ends included leaks through the end door openings as well as through lining and siding. Unclassified leaks constitute 31 per cent of the total and probably some of them belong in one or more of the several classifications given.

During December 3,138 cars of grain were unloaded under the supervision of the Merchants Exchange, of St. Louis, Mo., and of that number 17.55 per cent were reported leaking. Of the total leaks 103, or 3.28 per cent, of the cars leaked at the grain door; 430, or 13.70 per cent, leaked at the box, and 18, or .57 per cent, leaked at the end window.

These figures showed only 2.2 per cent of leaks at, through or around the grain door, with almost as many over the grain door, due, of course, to the shifting of the load while in transit.

A grain of wheat, rye or barley will pass through a very small opening. Flaxseed will work its way through almost anything. Corn requires a slightly larger opening; oats has a disposition to pack. Much depends on the condition of the grain when loaded.

Country grain shippers have been left to work out their own salvation. Cars are set in for loading and the railroad acts on the assumption that it has furnished equipment suitable for the transportation of grain. If the floors are broken, the lining torn away, the siding

sprung or shrunk apart, the shipper is given a free hand in cooping or he may repair or rebuild the car to make it leak-proof. He can spend as much time and money in the work as he elects to spend.

Whatever his degree of care and thoroughness he has no assurance that the patched up car to which he intrusts his grain will not spring a leak, or many of them, while in transit. Rough handling, the practice of shunting cars in gravity switch yards, or, in the case of old equipment, the strain of the load of grain may cause seams to open through which grain may seep or pour.

A better class of equipment would stop some of the leaks, for many of them are due to the poor physical condition of the cars in which the grain is loaded. Rolling stock has deteriorated and continues to deteriorate and box cars now are being used in an intensive way for the shipment of anything and everything the railroads can move.

Perhaps it is too much to expect the carriers to build and maintain a sufficient number of grain cars to handle the crops each year. Some authorities claim that is the only solution. It is useless to expect any material betterment or improvement this year. The roads will have all they can do in working out war problems. It is not too much, however, to expect the carriers to take this matter up in a definite, comprehensive way and set about systematically to work out a practicable solution.

First they should evolve or adopt a practical, leak-proof, fool-proof grain door. If the Barrows door will not meet every need, then put the best engineering talent to work on the question. Then use the same idea in protecting the end doors or windows. Light angle iron at the corners and at the conjunction of the car lining and the floor will do away with the greater part of the end and side leaks.

It may be cheaper for the carriers to maintain great claim departments, a staff of legal talent, a crew of investigators and all the paraphernalia incident to the settlement of losses arising from grain "leaking in transit," but there are concerns in the country that might be induced to equip cars properly and take their pay in annual installments comprising the cost of wooden grain doors and the expense of maintaining that portion of the claim department which devotes its attention to handling leaking in transit claims.

This is not an endeavor to solve the "leaking in transit" problem. It is a review, ending with the suggestion that grain shippers exercise the best care possible in cooping cars to reduce losses, for under existing conditions there will be some leakage. Chicago reports show 13.9 per cent of the cars received last year were leaking; this year 16.3 per cent or one-sixth. Grain shippers should do what they can to conserve our country's food supply.

EXPORTS OF GRAIN and pulse from the Madras Presidency (British India) for twelve months, April 1, 1916, to March 31, 1917, aggregated 4,170,440 cwt., against 5,084,914 cwt. for the corresponding period of the preceding years. The quantities exported for the two periods, in detail, were: Paddy, practically all to Ceylon, 440,636 cwt., against 250,167 cwt.; rice, husked, 3,681,859 cwt., against 4,784,463 cwt., the bulk of which went to Ceylon; pulse, 35,420 cwt., against 33,786 cwt.; other cereals, 12,525 cwt. against 16,516 cwt.

Advisory Com'te Takes Things Under Advisement.

At the two day session of the Advisory Com'te of the Grain Dealers' National Ass'n, at Kansas City, Mo., Jan. 7 and 8, a number of important matters were considered at the several executive sessions held.

George A. Wells, sec'y of the Western Grain Dealers Ass'n, served as chairman and E. B. Hitchcock, of the Illinois Ass'n, acted as sec'y. The several important subjects given consideration were presented under the following titles:

(1) Regulations of the Food Administration and their effect on the grain trade.

(2) Interstate Commerce Commission, report of Examiner in case No. 9009, "Claim Agreements."

(3) The transportation situation in reference to coarse grains.

Two additional subjects were added to the docket on request of members and defined as follows:

(4) Routing in transit privileges under the rules of the Food Administration.

(5) Scoop shovelers and how to handle this problem.

After a discussion of the new contract put out by the Food Administration for the signature of grain dealers, during which Chairman Wells directed attention to the several conferences held with the Food Administration, a resolution bearing thereon was adopted.

Whereas, The grain dealers of the Southwest, including the dealers of Kansas, Texas and Oklahoma, are not satisfied with the ruling of the administration governing shipments to interior markets in Kansas, Texas and Oklahoma, which directly affects producers and grain dealers, as provided in Circular No. 22, issued by the U. S. Food Administration through the Kansas City offices; be it

Resolved, That it is the sense of this com'te that the Grain Dealers National Ass'n, through its secretary, be requested to ask of the U. S. Food Administration Grain Corporation its consideration of the request made by the dealers of the Southwest thru the Kansas Grain Dealers Ass'n; be it further

Resolved, That the sec'y of the Grain Dealers National Ass'n ask the sec'ies of the Kansas, Texas and Oklahoma Ass'ns to furnish him information to enable him to present the matter intelligently to the Food Administration.

At the suggestion of D. L. Boyer the Grain Dealers National Ass'n was asked to protest against the present practice of assessing taxes on shipments of grain.

The query propounded by Pres. Barnes of the Grain Corporation, "Would you be in favor of the Food Administration prescribing, if it had the power, a margin of profit for the country elevator as well as the mill that buys from wagon load delivery," was earnestly discussed but no action taken in regard thereto.

D. F. Piazek, vice pres. of the Food Administration Grain Corporation, spent an hour reviewing the situation and explaining some of the uncertainties which now confront the grain dealer. Relative to compensation for the dealer he said: "There will be no compensation for the dealer for wheat retained. But if the grain dealer is unable to ship during any week a total quantity of all grains in the elevator as make the equivalent of at least 20 per cent of the amount of wheat in the elevator, the Grain Corporation will pay 7/20 cent a bushel on the amount of wheat in the elevator at the beginning of such week."

He asserted that to make good grain better was to perform a public service and results in the conservation of food necessities. Cleaning grain in an elevator and not keeping it separate does not violate the rules of the Food Administra-

tion. Further along this line he stated that "enlarged control" of grain buying is contemplated by the Grain Corporation.

With respect to routing and milling-in-transit privileges Mr. Piazek thought the subject was one that should be handled by the New York office, but that some curtailment of milling in transit privilege is inevitable.

During a talk by George A. Aylsworth, of Kansas City, it was stated that positive orders had been issued by Director General McAdoo to send as large a number of cars West for the movement of wet corn as could be supplied. He thought the terminal markets would be flooded with corn requiring drying as soon as cars could be secured in which to ship.

Those who attended were Sec'y Geo. A. Wells, of the Western Ass'n; Sec'y E. J. Smiley, of the Kansas Ass'n; Sec'y C. F. Prouty, of the Oklahoma Ass'n; Sec'y H. B. Dorsey, of the Texas Ass'n; Sec'y E. B. Hitchcock, of the Illinois Ass'n; Sec'y Charles Quinn, of the National Ass'n; Geo. A. Aylsworth, of Kansas City, a director; and D. F. Piazek, local agt. of the Food Administration Grain Corporation.

GROWING wheat in Argentina is not all profit. A report for the government, based on a study to provide an export tax for wheat, shows the expense of farming 220 hectares, (543.62 acres) of which about fifty acres are used for pasturage, leaving 494 acres for wheat. The capital required is \$4,016 and the total cost of production \$6,837. The average production is 2,000 quintals, of which 25 percent goes to the owner of the land. The remainder, about 5,513 bus., costs the tenants about \$1.24 a bu. This calculation is based on an average yield per acre of about 15 bus. Against this statement is the claim of millers that wheat can be produced for 80 cents a bus., and the further fact, of course, that cost is a variable factor, dependent largely on the industry and knowledge of the farmer.



J. T. Morgan, Memphis, Elected Pres. Merchants Exchange.

Grain Growers and Shippers of the Pacific Northwest Confer.

Wheat fit for milling should not be fed to stock, declared R. J. Stephen of Spokane, Wash., at the twelfth annual convention of the Washington Grain Growers, Millers & Shippers' Ass'n, held at Pullman, Wash., Jan. 3-5. He admitted there was reasonable excuse for feeding very low grade or frosted wheat. He urged farmers to plant every available acre to wheat the coming spring.

A table was presented by R. T. Lord, of Spokane, prepared by the Howard Wheat and Flour Testing Laboratory, showing the relationship of the test weight per bu. on the milling value of wheat. The yield of flour increases from 63.8 per cent in 50-lb. wheat to 77.4 per cent in 60-lb. wheat.

The greatest factor in wheat deterioration is the practice of using the same wheat for seed year after year, was the contention of M. Harshman, of Reardan. Changing the seed systematically and careful selection will result in the best milling wheat. He pointed out that bluestem wheat resown for 10 to 20 years in his section had so deteriorated as practically to lose its identity and a large percentage of its gluten content.

Mr. Harshman told of the practice of farmers exchanging seed wheat with grain growers of other sections and enumerated the very excellent results obtained. Farmers claim Marquis wheat yields as well as bluestem, stands up better and shatters less after ripening. This wheat should be sown on high bench lands. When grown in draws its milling value deteriorates.

Prof. F. F. Gains, cerealist of the experiment stations, brought out the fact that quality in wheat was governed largely by the season. No. 1 hard wheat imported from Minnesota, deteriorated the first year of planting to the yellow berried quality grown in Washington, while the poorer quality from Palouse County, planted in Minnesota, advanced in standard to the quality of Minnesota hard wheat.

Attention was called to the grain bag situation by M. H. Houser, head of the Food Administration Grain Corporation for the Northwest, who urged that action be taken to induce the shipping board to release a few ships to bring in from Calcutta material for bags in which to handle the 1918 crop. If that action is not taken the alternative is to handle the grain in bulk, he said, and in his opinion it would be impossible for all farmers to adopt the bulk handling system at once. The increase in freights on grain bags from Calcutta to the United States has been from \$7 to \$8 a ton to \$98 to \$100 a ton.

Mr. Houser stated, also, that the grain Corporation would take care of the demands of farmers for spring seed wheat of all varieties. He thought 500,000 to 1,000,000 bus. would be needed and suggested that farmers pool their orders to relieve the demand on railroad facilities. The seed wheat will be sold at a fair price to the grower.

This year, Mr. Houser explained, the farmer with the good wheat to an extent was forced to carry the farmer with the poor wheat. The new standards will remedy this condition and the farmer will be paid according to the grade of wheat he produces. He recommended, also, that farmers should eliminate all foreign matter possible before wheat is marketed, bringing out the fact that it costs about as much to screen wheat at terminal points as the screenings are worth. Under the bulk handling system, he thought,

the farmers should be able to take care of this work or have it done locally.

White wheat of the coast should be handled as little as possible after it is cleaned, declared Mr. Houser. Dockage should be taken out and left at home for hog feed. Elevators should set aside certain days for receiving clean wheat and other days for receiving smutty wheat.

J. S. Klemgard, Pullman, Frank Akinson, Spokane, and H. M. Goldsworthy of Rosalia, of the resolutions com'te, were given full authority to take whatever steps they may deem necessary to aid in securing bags to handle the 1918 wheat crop.

A com'te consisting of Guy Wolf, Moscow, Idaho, R. J. Stephens, Spokane, Wash., S. A. Weipert, Reardan, was appointed to devise a method of urging upon farmers the wisdom of co-operating with the Grain Corporation by building bulk warehouses in the interior and thus bring about a more gradual movement of grain to the coast terminals, and also to attend the meeting at Spokane, Wash., Jan. 25.

The following officers were elected: Pres., Houston McCroskey, Garfield; vice-pres., Dr. Edward Maguire, Pullman; sec'y-treas., Prof. E. G. Schafer, Pullman; executive com'te, W. H. Yenney, Walla Walla; S. R. Weipert, Reardan; J. H. Roberts, Spokane; George Kunz, Creston; D. S. Wallace, Lewiston, Ida.; R. J. Stephens, Spokane.

Crop Improvement.

MINNESOTA loses annually \$4,000,000 from grain smut, according to Prof. E. C. Stakman, of the division of plant pathology, college of agriculture, University of Minnesota. A report based on a thorough study of different varieties of grain smut and effective means of preventing their spread, has been prepared and will be distributed among farmers, under the direction of A. D. Wilson, director of the state food administration. The report shows that seed selection and disinfection, combined with proper cultural operations, will prevent most of the loss. In Minnesota smut occurs on wheat, oats, barley, rye, corn, sorghum, timothy, millet and several of the grasses. Each plant is attacked by its own particular smut, a parasite, which will not attack other plants, but each grain may have two or more enemies. Methods of treatment are suggested in the report.

DON'T RANGE ABROAD too far in search of seed corn for 1918 planting, is the very pertinent advice given by P. G. Holden, who recognizes the existing situation as the most critical in years. In a summary of conditions he emphasizes the necessity of making a farm to farm canvass for old corn suitable for seeding and points out the wisdom of using seed that has been acclimated. This advice is based on results of 6,000 test plantings covering a period of eight years in 33 counties in Iowa in which home grown seed yielded 67 bus. to the acre, while imported seed yielded only 47 bus. Mr. Holden does not advise against building up a variety and he is not an exclusionist in any sense of the term, but he does believe that planting foreign seed is far too venturesome an undertaking for the farmer, who should wait until the experimental stations have shown results from test plantings. Prof. Holden would have the farmer secure his seed corn from growers in his own county, if possible, and urges the inauguration of a vigorous search for seed corn, to be started immediately.

Council of Grain Exchanges Holds Enthusiastic Meeting

The 9th annual meeting of the Council of Grain Exchanges was called to order at 2:30 p. m., Jan. 17, at Chicago by Pres. J. R. Mauff, who made the following address:

President's Address.

One duty your president had to assume and that was to do away with the Crop Improvement Buro. The Crop Improvement Buro was the big feature of the Council for many years; it absorbed a great deal of money and blazed the way for similar work that is now being done by the Federal Government. This has been terminated in a way entirely satisfactory to Mr. Ball, who was the man that did the blazing of the trail and who was the man that inaugurated the work, and who is the man now carrying it on individually, as best he can. We severed all connection with the Crop Improvement Buro. The local exchange has assisted Mr. Ball in his personal endeavors, especially in regard to the new seed corn that will be necessary to insure a good and bountiful crop the coming season.

With the beginning of hostilities abroad greater responsibilities had to be assumed, and your officers have in every way co-operated with the Food Administration—probably we have co-operated in a way that was to our detriment. I sometimes feel that in my efforts to do that I have considered more the Stars and Stripes, and perhaps the Food Administration, than I have the Council of Grain Exchanges. If that is the case that is something you will have to excuse and overlook. But we have co-operated, and even before Mr. Hoover had set sail for this country the idea was conceived for a com'ite to aid the Department of Agriculture in the work we presumed at that time it would undertake.

We went to Washington, and that is an old story, what was done in Washington. Robert McDougal, of Chicago, represented the Middle West; D. F. Plazzek, of Kansas City, represented the Southwest; M. F. Houser, of Portland, represented the Pacific Coast; Mr. Wells, of Minneapolis, represented the Northwest, and Mr. Alfred Brandeis, of Louisville, represented the South; Mr. Julius Barnes represented New York and the Atlantic Coast, and the whole United States. It has come to pass that he has represented the whole United States ever since that time, with Mr. Hoover.

This com'ite was tendered to Dr. Galloway, representing the Department of Agriculture, and accepted by him, and we probably would have been co-operating with that department, and we are pleased to say that when Mr. Hoover appeared on the scene he recognized this com'ite. Mr. Barnes, who was elected by this com'ite in aid of National defense, as its chairman, has become manager of the Grain Corporation; Mr. Plazzek was wisely selected and taken away from us and made a part of the organization; Mr. Houser, of the Pacific Coast, was treated similarly; and Mr. Wells, who secured employment with the Government, insisted upon resigning from our Council.

We have never gone to Washington or New York, nor have we bothered them or pestered them at all. We have gone only on invitation, and if the Council is to continue, and if the Council is to do good work it does seem to me that the Council will have to operate through proper com'ites of the Council, rather than have a delegation go from our affiliated exchanges to Washington without any understanding in advance as to what they are going there for. We find out the com'ites have been there, we hear of their activities, but we don't know what their suggestions were or what they accomplished.

That work could be done thru the Council's duly organized com'ite in aid of National Defense, as Mr. Barnes has suggested. This com'ite has been reorganized, the members that resigned have been replaced by able men. Mr. McDougal is chairman. Mr. Magnuson succeeds Mr. Wells and Mr. Carkner succeeds Mr. Plazzek; so we have an organization intact, and all good men, and I believe we will meet with better success if this com'ite

will co-operate with the little com'ite of Grain Dealers National Ass'n.

Sec'y J. Ralph Pickell, of Chicago, read his annual report, from which we take the following:

Secretary's Report.

The ninth annual meeting of the Council of Grain Exchanges finds this organization with a membership larger by one exchange than last year. Our organization has lost by resignation during the past year the Toledo Produce Exchange, but it has gained the Louisville Board of Trade and the Portland Merchants' Exchange. We have a total membership of sixteen exchanges.

The activities of the organization during the past year have been intermittently active and passive. Your sec'y was absent abroad during five months of the present year, during which time the affairs of the Council were ably handled by your pres.

Our finances are in good condition, there being a surplus in the treasury of \$603.54.

In compliance with an order of the Executive Com'ite your sec'y addressed all of the Exchanges several times, asking them to keep us informed as to complaints or suggestions they had to make relative to the practical administration of the Grain Standards Act. No complaints being filed with your Secretary, it is quite apparent that the disposition of the Exchanges was to co-operate to the fullest extent with the Secretary of Agriculture in the enforcement of the law.

The Executive Com'ite voted practically unanimously to discontinue our Crop Improvement Com'ite. It was understood from official sources that the government maintained its own county crop agents in the producing sections of the country, and that it did not look with particular favor upon private enterprise in crop improvement work. For this and other reasons, the crop improvement work, together with the County Agent, was turned over to Mr. Bert Ball to conduct independently, after the funds which were appropriated during 1916 had been exhausted. The expense, ranging from \$10,000 to \$12,000, which the organization members had to bear annually, was automatically cut off, and practically the only expense for maintaining the Council during the past year has been expenses incident to the conduct of the Sec'y's office, which has been considerably more than liquidated by the regular dues of its constituent members.

The financial condition of the Council as shown by the treas's books, as well as those of your sec'y, is as follows:

FINANCIAL STATEMENT.

Disbursements.	
Salary, sec'y.....	\$ 700.00
Stenographer.....	207.05
Telegrams.....	87.26
Telephone.....	5.10
Office expense.....	32.21
Printing.....	232.85
Traveling sec'y.....	217.50
John R. Mauff—traveling.....	124.08
A. Kempner.....	73.80
Dues, Chamber of Commerce.....	15.00
John W. Snyder—traveling.....	23.85
Corporation Trust Co.....	50.00
John L. Messmore.....	9.12
Miscellaneous exp. last meeting..	67.60
Error 1916 account.....	30.01
Washington expense.....	367.59
	\$2,243.02

Receipts.

Jan. 18 By balance.....	\$ 152.51
Jan. 22 Chicago B. of T.....	200.00
Feb. 2 Minn. C. of C.....	200.00
Feb. 2 Balt. C. of C.....	200.00
Feb. 3 Omaha Grain Ex.....	200.00
Feb. 12 N. Y. Prod. Exch.....	200.00
Feb. 16 Wichita B. of T.....	100.00
Feb. 19 Duluth B. of T.....	200.00
Feb. 20 Louisville B. of T.....	100.00
Mar. 6 K. C. B. of T.....	200.00
Mar. 9 Cin. C. of C.....	100.00
Apr. 19 Buffalo Corn Ex.....	200.00
Apr. 25 St. L. Mer. Ex.....	200.00
May 18 Milw. C. of C.....	200.00
June 5 Portland Mer. Ex.....	100.00
Sept. 17 St. Jos. Gr. Ex.....	100.00
July 14 Peoria B. of T.....	100.00
June 30 Interest.....	42.25
Aug. 8 Refund telephone.....	20.95
Aug. 9 Refund telephone.....	14.60

Sept. 4 Refund telephone.....	3.00
Dec. 31 Interest.....	13.25
	\$2,846.56
Balance.....	\$ 603.54

Crop Improvement Fund.

Jan. 18 Balance.....	\$3,438.73
Disbursements.....	3,438.73

Balance.....	0 000 00
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Litigation Fund.

Jan. 18 Balance.....	\$2,326.50
Feb. 16 Marko Mls.....	10.00
Feb. 16 Riley Feed Co.....	10.00
Feb. 20 Westbrook Gr. & Mlg. Co.....	10.00
Feb. 21 New Orl. B. T.....	150.00
Mar. 6 Little Rock Firms.....	
Darragh Co.....	10.00
Hayes Gr. Com.....	10.00
Cunningham Coms. Co.....	10.00
J. F. Wineman Mlg. Co.....	10.00
Arkadelphia Mlg. Co.....	10.00
June 30 Interest.....	28.00
Dec. 31 Interest.....	22.50

\$2,607.00

Feb. 23 E. P. Smith.....	1,000.00
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Balance.....**\$1,607.00**

The general expense of the Council was materially augmented this year by the maintenance of an office for a short time at Washington subsequent to the organization of our com'ite of exchanges in aid of national defense.

Co-operation in Food Administration.—

Before Mr. Herbert Hoover, the Food Administrator of the Government, had arrived from Europe, the Council of Grain Exchanges called a special meeting, which was held in Washington on May 4 to provide for the appointment of a com'ite whose services were to be tendered to the United States Government in behalf of the grain trade without cost. The exchanges, acting upon the call, assembled in Washington and chose a com'ite of six to represent the Northwest, West and Southwest sections, Pacific Coast, the South, the Atlantic Coast and the Central West of the U. S. A. The com'ite was elected as follows:

Julius H. Barnes, New York, representing the Atlantic Coast. Robert McDougal, Chicago, representing the Central West. D. F. Plazzek, Kansas City, representing the West and Southwest. Alfred Brandeis, Louisville, representing



J. H. MacMillan, Minneapolis, Minn., President.

the South. M. H. Houser, Portland, Ore., representing the Pacific Coast. Frederick B. Wells, Minneapolis, representing the Northwest.

The com'ite was formally organized with Mr. Julius H. Barnes of New York as its Chairman. The services of the Com'ite were tendered to the Department of Agriculture, and Dr. B. T. Galloway, in behalf of the Sec'y of Agriculture, officially recognized the Com'ite as being the accredited representatives of the grain trade interests of the country.

Meanwhile, Mr. Hoover returned from abroad and was appointed Food Administrator by the President. The Com'ite immediately got in touch with Mr. Hoover and as a result of two conferences, presented a plan for handling the grain business of the country and likewise tendered its services to the Food Administration. Mr. Barnes, Mr. Plazzek and Mr. Houser were drafted into Government work, so that three of the members of our Com'ite of six drafted by the Government recently resigned, and Pres. Mauff appointed in their stead Geo. S. Carkner of Kansas City; J. Ward Warner of New York, and C. A. Magnuson of Minneapolis. Mr. F. B. Wells of Minneapolis, also in the service of the Government, resigned. Mr. Houser is still a member of the Com'ite. Mr. Robert McDougal of Chicago was made chairman of the Com'ite at a recent meeting in New York. The Com'ite has held itself ready at all times and at its own expense, to advise with the Government officials, and it has been extremely anxious to render the best possible service to the Government.

The Council, therefore, at this time, may take some pride in the fact that it was the first organization of any kind to meet in Washington and to tender its services to the Government upon our declaration of war. It may also be proud of the fact that four of the six members of its original Com'ite have been officially recognized by the U. S. Government.

National Ass'n a Terminal Market Organization.—As an individual member of the Grain Dealers National Ass'n, and as one who has been interested in its progress, the never loathe to criticize it even as I expect criticism, I most vehemently object to the premise upon which Mr. Magnuson has proceeded, namely, that the National Ass'n membership composed, to a large extent of the representatives of terminal markets, makes the National essentially the Exchanges' representative. I do not believe that it is conducive to the welfare of the National Ass'n to advertise the fact, even if it be true, that it is as the latter purports, essentially a terminal market organization.

It is quite true that during the past four or five years the Council of Grain Exchanges' officials have been willing to allow the National Ass'n to take the lead in legislative matters at Washington, but I wish to say to you officially, as well as to express my individual opinion, that the reason for this has not been because of any greater influence wielded by the Grain Dealers National Ass'n, but rather it has been more largely a matter of courtesy and the desire on the part of the Council to safeguard the interest of the Grain Dealers National Ass'n, altho recognizing its broader membership interest. I am quite sure also that the Council is willing and desirous of continuing this mutual plan up to that point where it does not endanger the life of this organization.

There was a time when the Council of Grain Exchanges took the lead in legislative matters. I have only to refer to the hearing on the Scott Anti-Option Bill of 1910, which was conducted by the Council of Grain Exchanges, and which in my opinion, represents the most notable victory the grain trade has ever won in the halls of Congress, because at that time, prices for grain were very low, and it looked as if we would be legislated out of business because of the supposition on the part of the legislators, that prices were low because of "gambling in food-stuffs." We not only prevented the passage of that unwise legislation, but the Chairman of the Com'ite himself afterwards acknowledged that we had changed his opinion in regard to the functions of the Exchanges.

Since the proposition has been made to disband the Council, let us consider briefly what this organization has accomplished during its nine years of existence, but first let us inquire for some reasons as to why it has not accomplished more.

The attitude of some of the officials of the Chicago Board of Trade toward the Council has not always been most highly favorable. I do not believe I am stating it too strongly to say that the Council at times has been ignored, and when ques-

tions of considerable importance have come to the front, such as the passage of uniform rules, the attitude of some of the officials of the Chicago Board of Trade has seemed to be that that institution, of which I speak in all due respect, was a law unto itself, and the Council, when making certain requests for changes in its rules, tending toward uniformity, has not met with general encouragement.

This is not an hour when we should talk about disorganization, this is not a time when we should be changing organizations, but this is the time when the life of the Grain Exchanges are at stake and when they should maintain an organization ready at all times to respond to the will of those who may wish to bring their representatives together at any hour.

Proposition to Disband Is Preposterous.—When we look back over the history of this organization, and when we find instance after instance of our having quickly come together, with a united front, the proposition to disband seems untimely and preposterous. Mr. J. C. F. Merrill said at our convention which was held at Cedar Point, O., in June, 1912, "With unflinching efforts to eradicate erroneous conceptions of the character of our business this Council of Grain Exchanges conscious of its opportunity to render a great service to our country, and at the same time to build the business of the Exchanges on a firm foundation should never question its high importance but resolutely with energy carry forward the work set for it to do."

The educational work of the Council alone is, I believe, of sufficient magnitude to justify its continued existence. It has brought a clearer understanding of the functions of the Grain Exchanges to the public through the press and through public addresses, which in a marvelous manner has resulted in clearing away a great deal of misunderstanding which has prevailed in regard to the Exchanges.

Your sec'y alone, not to mention the activities of the various Presidents of this organization, has written literally hundreds of articles, and has spoken and lectured thruout the length and breadth of this land on the functions of the exchanges. The Council was the first organization in the United States to undertake a crop improvement program, and since 1910 it has spent from \$5,000 to \$20,000 a year in crop improvement work. It is not too much to say that the Council was instrumental in stimulating the interests of the United States Government and of the several states in this very important work. We had hoped to be able to do more for the promulgation of uniform rules of trading on the Exchanges. We have not been as successful as we might have hoped in this regard, and yet we have made progress.

Rules of the Exchanges have been amended at the request of this organization, notably that rule which had to do with shipping time. One of the most important functions of the Council has been to promote a more friendly feeling between the members of the Commodity exchanges. If this work can be measured in dollars and cents, then we have not a proper estimate of its results.

The Council is not and never has been an expensive organization to maintain when you consider what we have accomplished. When the Secretary of the Council assumed the duties of his office he voluntarily reduced his salary from \$150 to \$100 per month, which has been the prevailing salary straight through the years we have served and it has not mattered how much time the duties have taken, nor has it mattered as to the value placed upon the time.

I defy anyone to point to any material errors which were made in the presentation of the functions of the Grain Exchanges to the House Committee on Agriculture, and furthermore to find one fact of economic importance concerning the exchanges, which was not presented at that first hearing. It has remained as a guide and a precedent for every hearing that has followed, and some of the testimony has been circulated not only thruout the United States, but all over the world.

The Council originated the agitation against the rulings of the Bureau of Chemistry of the Department of Agriculture (although action by the Chicago Board of Trade preceded action by the Council) in the matter of misbranding grain, shipment in interstate commerce of hot corn and of sulphured oats. Because of the necessity of getting the pure food law itself amended in event of failure to secure an administrative ruling, and realizing that the Grain Dealers National Ass'n is directly more broadly based in its membership than is the Council, it

cheerfully passed over to that body the management of the matter, at the same time giving it every support within our influence and by its personal attendance. The outcome was a complete success.

Consider the special meetings we have called recently because of the needs of the hour.

The Council of Grain Exchanges has brought the members of the various Exchanges together, and thru the interchange of opinions and expressions of mutual confidence, it has lifted the standards of those organizations, and has thereby protected the weak as well as the strong. If the achievements of this organization are to come to naught, if the time has come in grain trade history, when the exchanges are willing to relinquish their rights; if the economic system which has been so vigorously defended is wrong, then surely this is the time to disband the Council of Grain Exchanges and to proclaim to the world thru its abandonment that the Grain Exchanges are no longer able to face the force of public opinion, that our members are timorous of recognition in public legislative places, and that it is necessary for us to hide behind the cloak of an organization reputed to be more closely allied to the farmers.

I heartily agree with those who assert that too many com'ites have proceeded to Washington, but I shall not admit that the Council has been represented there out of season. The commendatory words spoken by Mr. Hoover to the members of our Committee in Aid of National Defense, and his complete approval of the program which it submitted is evidence enough for me as to the views of the Food Administration regarding the Council.

I for one believe with all the conscience and mentality which I possess that the Exchanges are either good or bad, that they either render a service of economic value to the country which deserves official or unofficial recognition or they should be abandoned. If we are right, then let us stand for what we conceive to be a useful purpose in grain distribution. If we are wrong, then let us abandon the Council and tie our tail to some other kite.

The sec'y's report was approved and placed on file. John W. Snyder, Baltimore, Md., treasurer, read his report, covering the same figures as given by the sec'y, and said his instructions debarred him from accepting a re-election.

Uniform Rules Com'ite Report.

Adolph Kempner, chairman of the com'ite on uniform rules, suggested that the work be held in abeyance during the war and that the exchanges give more power to directors to adopt rules. Minneapolis approved giving more power to the directors, Kansas City would not recommend it and Chicago referred it to the rules com'ite, which stated that particular cases would have careful attention.

The report was approved and placed on file.

C. D. Sturtevant, Omaha, Neb., made the following report for the Litigation Fund Com'ite.

Litigation Fund.

We all know of the acts of the railroads in arbitrary deductions of ¼% on loss and damage claims. A year ago last June I was appointed chairman of the com'ite to form a fund to prosecute litigation in the courts against carriers on this subject, and in accordance with that authority I have succeeded in collecting from the different exchanges and from individual grain dealers a total of \$3,607.00, as appears from Mr. Snyder's report; also have been promised \$50.00 more, which will make a total of \$3,657.00. Of this sum \$2,000 has been already paid to the attorneys, Mr. James C. Jeffery of Chicago, and Mr. F. P. Smith of Omaha, leaving available a balance of \$1,657.00, which will doubtless be absorbed.

The vital question in which you are all interested is what did we do in the lawsuit and what is going to be done. In accordance with instructions of the Council the attorneys representing the Council started action in the Superior Court of Cook County asking for a permanent injunction restraining the carriers from publishing or putting into effect the deduction,

or any deduction for natural shrinkage, or making any other deduction for damage claims, which would be in contravention of the Cummins Bill. That suit was started, and when our petition was filed it was demurred to by the carriers objecting that the Interstate Commerce Commission had jurisdiction of the subject matter and the suit was not proper for the consideration of the courts. I am pleased to say that thru the efforts of our attorneys in that case the demurrer has been overruled.

We have now brushed aside all the legal questions in the case and are prepared to go ahead and try it on its merits.

Mr. Smith's idea is that it is going to be necessary for the members of the different exchanges to introduce quite voluminous testimony in this case. It is going to be necessary for us to prepare from our reports comparative statements showing the difference in weights between exchanges and governing the accuracy of our scales. This will require a great deal of work on the part of individual members and there will be considerable expense attached to it. I am safe in saying that the litigation fund will need more money, how much it is impossible to say. There is no immediate demand for more money. As soon as we start taking testimony we will need more money.

The report was received and placed on file.

The sec'y then read the names of the members of the Nominating Com'te, as follows: Marshall Hall, H. N. Sager, G. F. Ewe, George S. Carkner, L. W. Forbell.

Auditing Com'te: Charles F. Macdonnell, W. T. Cornelison and H. T. Burns.

The Nominating Com'te's report, as follows, was unanimously adopted: For president, John H. McMillan, of Minneapolis; for first vice pres., William N. Eckhardt, of Chicago; for second vice pres., F. C. Vincent, of Kansas City; for third vice pres., Nesbit Grammer, of Buffalo; for treas., John W. Snyder, of Baltimore.

Executive Com'te: J. L. Messmore, St. Louis; L. W. Forbell, New York; W. T. Cornelison, Peoria; M. L. Jenks, Duluth; E. P. Peck, Omaha, and H. M. Stratton, Milwaukee.

Mr. Cornelison reported that the accounts of the treas. were found correct.

Edward Andrew, chairman of the Crop Improvement Com'te, reported: The Com'te has closed up all of the affairs of the Crop Improvement Department with no liabilities to the Council. Sec'y Ball was advised on May 12th, 1917, that the Council confirm the transfer of the "County Agent" to him without cost, and in the June issue of that publication the announcement was made that the Council was no longer interested in that paper.

The furniture and fixtures belonging to the department were disposed of, Mr. Ball taking them at a valuation of \$151.57, and as the funds were part of the Crop Improvement assets, they were used in liquidation in full of all the claims and demands against the department.

Mr. Ball has tendered his formal resignation as sec'y.

Hiram N. Sager, Chicago: I do think that we should go on record here as recording our judgment concerning the advisability, the importance—I might almost say the necessity from a patriotic standpoint—of continuing the existence and useful functions of this Council of Grain Exchanges. Therefore I would offer as follows:

Whereas, The Council of Grain Exchanges has during many years past performed a most useful, important and patriotic service in behalf alike of the best interests of the producers and consumers, as well as the handlers of the grain crops of this country;

Resolved, That it is the judgment of the Council of Grain Exchanges here assembled that its activities should be continued and the Council of Grain Exchanges proceed as

heretofore to further, so far as is possible, the best interests of our nation first; and, secondly, the best interests of all classes engaged in the grain trade.

The resolution was adopted unanimously.

C. A. Magnuson, Minneapolis, Minn.: Having been both in Washington and New York and coming in contact several times with the people the com'tes went there to see, I became thoroly convinced that there was an error in too many com'tes; that there were certain cross purposes that worked like a charm to the exclusion of any good being accomplished by the com'te going there. Therefore, in order to get the views of other exchanges, the letter was written, with a view of finding how the exchanges stood, not as to whether they would resign, and I am quite satisfied that the members who have resigned, when they find how the matter stands at present, will be very glad to come back. (Applause.)

My theory is that since Mr. McMillan has been elected, that he is to be and has accepted the position, and being stationed at Washington for the benefit of the grain trade, and he is financially able to do it, assuming his own expenses and all that now that he is President of this Council of Grain Exchanges—he will be down there, he knows the ropes and he can talk to Mr. Hoover, and Mr. Hoover does not want to talk to but one man at a time. He does not want a com'te at all; if the grain exchanges will appoint a com'te of three in each exchange, to whom members of that exchange can make suggestions or complaints in concrete form, as to what they think, the com'te will have access to Mr. McMillan, who will be spokesman in Washington, who is in touch with the conditions there, and members of every exchange will have access to these three members appointed by the President of each grain exchange, in that way we can have access to the seat of our trouble in the best way.

I am satisfied that if the exchanges that have withdrawn know just how that need is going to be accomplished and that the expense is so infinitesimal that it does not cut any figure, that they will all fall in line and all come in.

Mr. Magnuson: I move that the Council of Grain Exchanges, in accordance with what I believe to be their understanding in regard to the litigation, that it be carried to a conclusion, and that the Council see to it that the finances are provided to do it. I think it is of vital importance to the grain trade.

Carried unanimously.

Mr. Sager: It does seem to me that at this time and place it is most fitting that all of us here who remember with such deep gratitude and such sincere friendship and admiration our late beloved former pres. of this Exchange, who passed away since we gathered last, Mr. J. C. F. Merrill, should be remembered by an expression of our admiration for his character, our appreciation for his service, our sense of sympathy for his bereaved family; and therefore, Mr. President, I move you, that the sec'y of this Ass'n, who was one of Mr. Merrill's dearest and best friends and closely associated with him when Mr. Merrill was pres. of this Council, be instructed to prepare and spread upon the records proper resolutions, indicative of the thoughts I have just so briefly and so imperfectly expressed; and that a copy of these resolutions be sent to the family of Mr. Merrill.

Carried unanimously.

Adjourned *sine die*.

The Banquet.

At 7 p. m. the guests filed into the large dining hall of the hotel and chose places at the 50 tables and partook of a wheatless, meatless, white sugarless and wineless dinner, which was in every way so satisfying that the lacking elements were not missed.

Introduced by Pres. Mauff, the guest of honor, Julius H. Barnes, pres. of the Grain Corporation, New York, spoke as follows:

The Address of Mr. Barnes.

It is with particular pleasure that I am here tonight with you members of the Council of Grain Exchanges. You are my kind of people. We have had the same experiences in our business life. We think the same thoughts and we speak the same language.

Your friendship and your regard I treasure most highly, but there is something which I hold above your friendship and your regard, which I must have from you, and that is your respect, that, having undertaken as a fair representative of the grain trade of America that public service in which I stand, shall so discharge those duties without fear or favor or prejudice, that I may keep your respect as well as your friendship and regard. That respect of yours I could not keep if I did not listen patiently and consider carefully your problems and your suggestions; and I could have neither your respect nor my own if, having listened patiently and considered carefully I did not decide to the best of the knowledge and experience that I possess to go on undeviating on the policy which must be decided.

The Council's Suggestion: I should think the Council or Grain Exchanges would have a peculiar pride and peculiar gratification tonight to recall that the grain plan now operated in America is built along the lines of the suggestion made by a committee of the Council of Grain Exchanges.

Last May when Mr. Hoover's organization consisted of himself and a stenographer, and his present vast office building only consisted then of two rooms in the Willard Hotel—he called upon the grain trade through this committee and additional representatives which the Exchanges had sent, to suggest to him a plan of control of the wheat crop, which even at that date showed such promise of inadequate supply that anyone could see it must be controlled and fairly apportioned and when the committee of the Council of Grain Exchanges left with Mr. Hoover a written and detailed list of suggestions in which they expressed themselves as satisfied that the condition of the crop—of the supply and demand that must fall upon it—were such that it was necessary to substitute a public control in place of the private machinery which had hitherto handled the wheat crop of America; and we have often been interested, and so would you be if you saw a copy of it again today, to see that the Grain Corporation in its main line of operation is still running true to form on the suggestions of last May.

System of Markets: I have often argued and I am ready to argue at any time that the American system of markets has been the most intelligent development of business science in the marketing of any of the stable and primary crops. I know that there are abuses, just enough of them on our exchanges to furnish the basis of unintelligent criticism. I know that some of the men engaged in the grain business on our exchanges scarcely know the reason why for the existence of the exchange. I know that some of them hardly comprehend the intricate machinery which is so simply manifested to them in the quotations and fluctuations posted hour by hour. Put I know and so do you, when you think far enough, that a crop of primary food of the world, such as the wheat crop, is and of necessity must be of vital interest to all traders of the world and especially those who believe that by intelligent anticipation they have a right to live on the machinery of trade. I know that what has seemed to the unintelligent the recording of senseless fluctuations, the evidence of manipulation and extortion, is a matter of fact recording of the most intelligent attempt to forecast and anticipate the adjustment of supply to demand in that which the world must have.

The wheat crop, as no other crop, just about produces year by year its yearly con-

sumption. The carry-over from one year to another is always a most infinitesimal percentage of the total crop. The adjustment comes by the price fluctuation, which enlarges or contracts the demand that falls upon it, and therefore price fluctuation is the saving factor that adjusts the demand so that the supply of this particular crop is sufficient for the year's needs.

When you recall that every month in every year, in some part of the world a crop is being planted, and one is being grown, and one is being harvested and one is being consumed, and that the daily weather conditions day after day throughout the entire period of the year in some portion of the globe is recording the expansion or contraction of the coming year's supply, you can see that there is every excuse and every justification for the intelligent merchant so to inform himself on the progress of crops and also so to readjust his futures to the size of the demand which is consumed, beyond that already procured, that the result can only be a fluctuating market in re-price; justly so, warrantably so.

That was true as long as there was free trade between the various producing countries and the various consuming countries of the world. But none of you need an argument to show that when the war had broken transport; when war had broken even commercial connection, that a new era had come into the wheat pit, and a new control was necessary if we were to prevent the wildest fluctuations and opportunity for extortion in what was a primary food necessity. That was the excuse and that is the reason why as early as last May the Council of Grain Exchanges through its committee was called upon to recognize these changed conditions and, while remaining as they all are, believers in a free market system on the American plan as the most intelligent adapter of supply to demand, under war pressure, to substitute the machinery of public service instead. And that is the reason why Mr. Hoover recognizing the experience of the exchanges, confined his wheat suggestions to the practical men of the trade.

Control Based On Voluntary Agreements: The sixty or ninety days of congressional discussion of a food bill and what it should contain—the chapters added this day and taken out the next, and we, a number of grain men, with our heads swimming, trying to forecast a plan which would fit with the natural economic law and yet give the control which we all recognized as necessary. And the food bill finally passed, declaring its purposes to be to prevent private control and establish public control of necessities—and then without a single effective weapon in it except an obscure clause which permitted voluntary agreements. And this bill, which came out of conference curtailed, robbed and shorn of its power, was the only bill on which we had to build, and almost in forty-eight hours a plan had to be constructed to take control of the wheat crop of America, and to fairly control it so that it could be apportioned not only to satisfy our needs but to discharge obligations to our Allies which we were beginning to recognize as pressing and sacred!

And it was only through the clause of voluntary agreements that any effective control was possible under the food bill as it passed; that we sought to create a price monopoly in this country by that weapon of voluntary agreements; when by enlisting so many of the mills with us; enlisting them to aid us by working under our direction, and, through the Grain Corporation securing in our hands the agreement of the Allies that all of their needs should be provided through that channel,—taking advantage of the fact that the embargo had shut the neutral from our market. It was on that basis that a public control was proposed of this most vital crop.

And when we had established by voluntary agreements a practical monopoly, the responsibility to make the price on the chief crop of America almost appalled us. Then a Price Commission was evolved and after considerable hesitation they recommended to the President of the United States that a fair price, all things considered, was \$2.20 per bushel for the No. 1 grades at Chicago; and in response to the obligation laid upon the Grain Corporation by the President, we have endeavored from that day to this to fairly reflect that Chicago basis into every grade and every market.

It was on September 4th that that price was put into effect as a buying basis by the Grain Corporation; and from Sept. 4th to this time there has been no fluctuation in the wheat price of America.

And I want you to recall it and recall it with pride, that that price is fixed by voluntary agreements, by the action of the business members of a great Democracy and not by legislative edict!

The Grain Corporation: I wish that I could get you to think of the Grain Corporation in a more personal, intimate and a more friendly way than the name would perhaps invite you to, for the name Grain Corporation savors of soullessness and cold blooded purposes, which the Grain Corporation does not possess. I wish I could teach you that the Grain Corporation would represent to you only the association of seventeen men—seventeen men selected from among yourselves from various sections of the United States; men of experience, energy, standing and probity in their neighborhoods; men who are giving themselves in consecration to a public ideal, to consider carefully and decide wisely and impartially those questions which a great corporation like the wheat control must bring up. I wish I could get that conception to you rather than that of a business organization competing with you for the trade you may be entitled to or may feel that you are entitled to.

Its Stewardship: I feel that I have a right to account to you—perhaps a duty to account to you somewhat of this stewardship of the Grain Corporation, something of what has been accomplished under it. If you will recall, on the first of last July that our reserves of wheat and flour had sunk to a dangerous level. If you will remember that for sixty days after that date, ignoring the pleading of the President of the United States to hasten legislation, Congress delayed and discussed; if you will remember that during that sixty days since July 1st the mill production of this country, because of the chaotic, uncertain and hazardous conditions of trade, sunk to 74% of that of the corresponding sixty days of the previous year. And yet during that sixty days the uncontrolled foreign buying continued, so our buying exports were practically identical with those of the corresponding sixty days during the year before, so the entire reduction of 26% of the mill production of this country fell on our markets alone. You will agree with me that we had approached a condition, as far as supply in this country was concerned, which was in some sections hazardous to the domestic and industrial peace.

The Grain Corporation started on Sept. 4th. In the four months succeeding Sept. 4th the mill production of the country has been stimulated to 114% of the four corresponding months in the previous year, but only last week did the total mill production of this country for six months equal that of the corresponding six months of the year before; and during that time we have exported one million barrels of flour more than a year ago; and transportation conditions being so enveloped in congestion that your common business sense tells you that the amount of flour in suspense on the railroads in this country must materially exceed that of a year ago. Can you wonder that there is such urgent demand in the markets for what flour reaches those markets? Of course there is, because the supply of flour reaching the domestic markets this six months is materially less than the supply for the corresponding six months the year before.

Farm Marketings Normal: We have endeavored to treat fairly the farm problems of this country. We have made good on the policy which we have announced, that we would furnish a market for the farmer—for the producer—that would free him from the necessity of neglecting his farm work in the fall to haul wheat to the market in town; that we would take from him the incentive to hold back his wheat, because the man who marketed wheat in September would get just as much as the man who marketed wheat in December, or February, or April or May. And the farm market in this country shows that starting with the resentment undoubtedly existing in the Southwest and Northwest, farm marketings have as a matter of fact approached normal for that period.

The exact figures of what has been left on the farm,—of how much is still held by the farmer in the hope for a break in the wheat control and an advance in price, is unknown to us as yet; but common sense tells us that that portion is very nearly the normal quantity for this time of year.

I am quite ready to believe, because I see the evidence presented, that there is a tendency on the part of some farmers and in some sections to hold their crops off the market still, in resentment at price control, and I am compelled to wonder why this resentment should exist.

The distribution accomplishments of the Grain Corporation touch you in a tender spot. When I tell you that the mill production of the country has finally been stimulated to 114% under our care and control—has finally reached that of a year ago, and yet you know, and I know that the primary receipts of this country in wheat during that period have fallen short one hundred and twenty million bushels. You can see that somebody has suffered in the distribution plan. But it is my honest conviction that the rules and plan under which the Grain Corporation operated is the only one that could possibly have delivered to the mills of this country the wheat which was necessary to produce that production; and you will agree with me that a lesser accomplishment in flour production would have been a danger to our industrial life.

I cannot see where there has been any idle car facility that has not been used either; and that if the saving in railroad transportation, estimated by railroad experts at 30% on this plan, had been thrown on those railroads in this fall, what your figures would have been in the other crops I hesitate to say, for in the other crops also the primary receipts were fifty-five million less than the year before. The Grain Corporation was not to blame for that. If the railroads had had thrown upon them the transportation which was saved by wheat I hesitate to say what would have been the conditions in corn, rye, barley and oats. It certainly would not have been good.

There exists today in America off the farm enough wheat and flour under the control of the Grain Corporation and in the hands of the trade itself to feed this country for the remaining six months of this crop year without the addition of another single bushel from the farm—if we declined to discharge any further obligation to our Allies. This is unthinkable. But those, and there are many of them who are quite prone to express their opinion that wheat flour will be exceedingly scarce before a new crop, will be vindicated only, only, I say, if the American people exercise the prerogative which they are exercising, and contribute more largely to our Allies' needs.

What problems will the years to come after the war present? The Great Lakes still exist—the water transportation on those lakes will never be as cheap again. It is going to cost more money to build carriers and more money to operate them than ever before.

The American market system still exists, and we have such confidence in the American business resourcefulness and ingenuity that we believe it will meet whatever conditions may occur.

The machinery advantage we are teaching to our Allies, teaching France to use the gasoline tractor; we are teaching her to seed spring wheat where she always thought she had to use winter wheat. When you recall that this year the arable land in France, excluding that occupied by the German invasion, is only sown to 75%. We are shipping them tractors from the United States so that the acreage can be increased. This economic aid in farming will never be forgotten. France before the war only occasionally imported wheat and can well, with the aid of machinery after the war, supply her own needs.

Great Britain under the stimulus of necessity is learning to increase its grain acreage and we have it on the authority of no less than the premier himself when he said it is in the range of possibility that within a year Great Britain may be almost self-sustaining in its food production.

When you consider that the stimulus of war operates in all grain producing countries—in Australia, India, wheat has prospered as never before. In Argentina, even in disorganized Russia, they will feel the price for higher grain food. And in Canada they will have every advantage of American ingenuity and resourcefulness as well as of cheap water transportation. There are times when the grain export trade after the war looks dark indeed, except that the very advance in the living level in the world must develop more markets for us. South America is going to use more grain, even Africa may enter the world as a large consumer where it is now a small one; its vast hordes may acquire the taste of wheat flour and corn.

I say I have great confidence in American adaptability if not in its markets. It may lose the old consuming countries of Europe, but it will find new ones as good. There are a good many serious problems to the grain trade after the war.

Our problems in supplying our Allies: The three-year pre-war importations of wheat in the countries of our Allies today amounted to 380,000,000 bus. annually. The deficit in this year's production of wheat in our Allies' countries below that of their three-year pre-war average production, was 330,000,000 bus. Reduce their consumption as they could, it seemed probable they would call on us for about 600,000,000 bus. of wheat, we and the rest of the world. There existed a surplus larger than that in the grain producing countries, but on account of transportation conditions most of the burden must fall on us.

You have the right to know that they are doing their share to reduce the wheat call on the world. The average consumption in England per capita of wheat was six bushels. They are building their program this year on an anticipated consumption of 4.3 bus. In Italy their per capita consumption was seven and a fraction bushels. They are building on an anticipated consumption of 4.2 bus. The average consumption of wheat per capita before the war in France was 8 bus. They are building this year's program on an anticipated consumption of 4.1 bus. They are doing their part to find substitutes to reduce the consumption of wheat in their country. They are calling on us for the wheat product which they must have to absorb those substitutes. They must have flour which will bind together the food in such form that they can transport it and use it.

Our average consumption per capita for a term of years before the war was 5.2 bus. We have every confidence in asking the American people this year to be conservative and by substitution enable us to reduce that to 3.8 bus. That is to say that America, the greatest wheat producing country in the list, will reduce its home consumption to the lowest in the list, and that is the responsive Democracy under voluntary co-operation—the response they cannot make by autocratic legislation and control.

American flour is shipped abroad and makes a white bread that is sold for less money than in America—it is quite true, but why? France and Italy absorb in their national revenues an enormous loss between the price they pay for wheat, even to their local producers, and the price the baker is instructed to ask for bread. Great Britain, the great democratic country that believes in self-government and is prejudiced against paternalism in national administration, is absorbing a loss today of \$200,000,000 between the cost of flour and the price of bread retailed to its industrial population.

I think it is a great credit that in America we don't have to stoop to such drains on our national revenues; that we can ask our people to follow an economic law soundly as it operates and that we ask all this self-denial, substitution and saving purely as a voluntary act of a free people.

The one other encouraging feature to this whole campaign is the enlargement of facilities for using other cereal products—the increase of manufacturing facilities in the crops of rye and barley and oats alone, excluding corn for the present. There is an enlarged production of the cereal products of these three crops, nearly 40,000,000 bus. per year.

The increase in corn milling is so fast and so continuous that it seems useless at present to check it up even. It must be tremendous. The only indication we have of it are the export figures; and the export of grain products for this six months ran at 1,100,000 barrels against 198,000 barrels a year ago, or over five times. The exports of oat meal products has alone for this six months been 200,000,000 pounds, against 40,000,000 pounds a year ago.

There is everything that shows us that the American people are responding to the trade stimulus of price and the patriotic stimulus in such a way that we shall discharge our wheat obligations generously.

There is another feature of this attitude of the business interests towards this plan that has been demonstrated by the attitude of the grain exchanges. The grain trade was the first great business of America to "Go over the top" in the sense of sacrificing its opportunity and its profits.

A. Stamford White, pres. of the Chicago Board of Trade, followed with a few words.

Mr. White Responds.

Mr. White: I am happy that at the very commencement of another term as President of the Board of Trade I have had the privilege of meeting representatives from other exchanges. I congratulate you upon the action taken today looking toward the usefulness of the Council of Grain Exchanges in the future. I believe in the value of such a council and that it will help in unity of action and co-operation whenever the cause arises for taking action, and also at times in what is really called a masterly inactivity, which at times is desirable.

We have often had markets excited by rumors of wars, and rumors which in most cases were followed by no reality. But we do know that when we have war peace must some day come and with the coming of peace will come a period of reconstruction, when this council and other organizations may be of the greatest value.

Following the outbreak of the war the industries of this country and business in general experienced a period of prosperity, and it is fortunate that the grain interests shared in that prosperity, so that now when we have entered upon a period in which there is more or less difficulty, when profits are curtailed by the necessary restrictions, also by the lessened resources, that the trade is better able to stand it for a while.

When the plan of the food administration was put into operation I was struck with the unanimity of the grain trade representatives in support of the plan. I was also impressed by the desire of the officials of that administration that it might press as lightly as possible upon all interests, that there should be as little suffering therefrom as the conditions would permit.

The conditions at present in the business in many respects are not such as we could wish. Profits are curtailed. How much this may be due to restrictions it is hard to tell, but we do know that a great deal of it is due to the lack of transportation facilities; that while, as Mr. Barnes has told you, the movement of other grain to the terminals shows a big falling off from last year, we have been blest with much larger crops than last year—the stuff which remains on the farms, which the dealers at the country stations are afraid to buy, to have on hand in the absence of any protection in the way of a hedging market, or because of the fear of deterioration through the inability to get cars. When we hear of farmers pressing corn upon the buyers in one part of the country, and which the dealer could not buy because he could not get cars. I heard of one shipper who obtained a car, bought the corn for 110 cents and shipped it to a market where corn was wanted regardless of the price. He obtained 170 cents. That seems a strange condition in this country.

Some of you have suffered, or feel that you have suffered through the restrictions of the futures market. That is unavoidable at the moment, but I hope that a way may ere long be found to place the futures market in line with the cash market. It has seemed to me if it be possible, that the best plan for doing this would be to have a price fixed by the government or by the administration, a liberal maximum price, allowing the trade to have free action within that price, so that the people in the business, the farmers and corporations who have built this up with great care until they have become thoroughly efficient, should be able to operate naturally and preserve their organization, so that they may be there intact when the war ends. I hope that some way will be found for bringing this into effect.

Famine.—Earlier wars were followed by pestilence and famine. It is to be hoped that modern science will largely prevent pestilence. I have grave fears that the taking of 35 to 40 millions of men away from their regular occupations will result in famine over wide areas and that people who have experienced malnutrition will fall easy victims to the inroads of disease. Is it not, then, a sacred duty and obligation to do all that this country can do to produce every bushel of produce, every steer and every hog that the country is capable of producing?

In closing the guests drank a standing toast to President Wilson and the Food Administration.

IN ATTENDANCE.

Baltimore: J. W. Snyder.

Buffalo: H. T. Burns.

Duluth: W. C. Mitchell and C. A. Macdonald.

Kansas City: G. S. Carkener, F. C. Vincent, D. F. Plazzek and A. E. Aylsworth.

Milwaukee: P. C. Kamm.

Minneapolis: C. A. Magnuson and G. F. Ewe.

New York: L. W. Forbell.

Omaha: C. D. Sturtevant.

Peoria: W. T. Cornelson.

St. Louis: J. O. Ballard and Marshall Hall.

Others present: Geo. A. Wells, Des Moines, Ia., sec'y Western Grain Dealers Ass'n; C. V. Clark, attorney of the Chicago Board of Trade; Dr. A. M. Sakolski, Dr. I. M. Rubinow and G. P. Watkins, all of the Federal Trade Commission; James E. Boyle, of the Bureau of Markets, Washington, D. C.

A. J. Brunswig Heads St. Joseph Exchange.

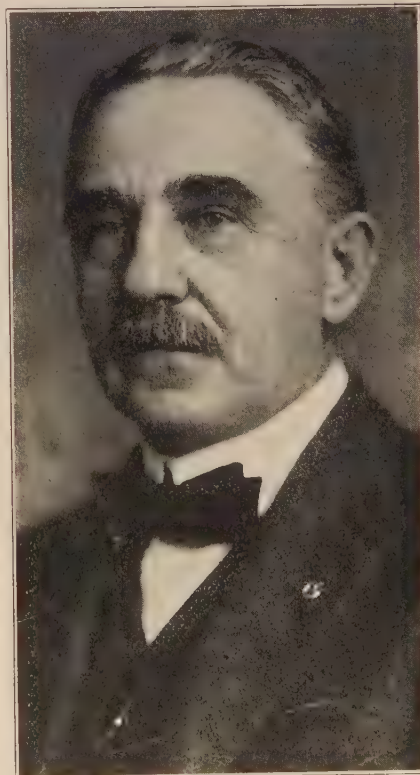
A. J. Brunswig, one of the incorporators of the old Board of Trade of St. Joseph, Mo., was elected president of the St. Joseph Grain Exchange Jan. 8.

Mr. Brunswig has been in the grain trade since 1872, when he began shipping wheat direct to New York. He has been identified with the trade of St. Joseph for the last twenty-five years, serving as vice-president of the Exchange from its inception until his elevation to the presidency.

In 1905 he built the Burlington elevator which was taken over by the Burlington Public Elevator Co. about three years ago. He retains a large interest in the company.

Mr. Brunswig has been a hard worker for the development of the grain business and has been unremitting in his efforts to promote the welfare of the grain industry of which St. Joseph is the center. He will have the cordial support and co-operation of his fellow members.

CORN this year will serve two main purposes. It will help to feed us so that we can reduce our consumption of wheat and send more to Europe, and it will feed hogs for both ourselves and our associates in the war.



A. J. Brunswig, St. Joseph, Mo., Pres. Grain Exchange.

Seeds

DECORAH, IA.—The warehouse of the Adams Seed Co. was badly damaged by fire recently. Loss, \$12,000.

SPOKANE, WASH.—A plant for grading and handling seed peas has been established by Rogers Bros., of Alpena, Mich.

A BUSHEL of seed corn brought \$32 at a farmer's sale at Freeport, Ill., which is three times the normal price for the best tested seed.

DURING 1916 there were exported from Bombay, India, 5,368,422 cwt. of flaxseed, against exports of 1,515,707 cwt. in 1915; exports of rape seed were 465,765 cwt. against 471,629 cwt.

KAFIR receipts at Kansas City during December were 278,300 bus., compared with 199,100 bus. during December, 1916. During the month shipments were 147,000 bus., compared with 97,000 bus. in December, 1916.

ST. LOUIS, Mo.—The directors of the Merchants Exchange have appointed the following com'te on seeds and castor beans for 1918: Adolph Corneli, chairman; J. Paul Berger, A. J. Barnidge and R. W. Pommer.

CHICAGO, ILL.—The Board of Trade has appointed an arbitration com'te on grass and field seeds, consisting of: Adolph Kempner, C. A. Heath, F. E. Winans, E. A. Doern, A. L. Somers, T. M. Hunter, J. E. Brennan and Richard Williams.

MINOT, N. D.—The \$250,000 seed grain bonds offered by Ward County for the purchase of seed grain and feed for the farmers were bought in by the Second National Bank for \$250,100. They bear 6% interest, from date of issue and run five years.

LANSING, MICH., Jan. 5.—Seed threshed in the state up to and including Dec. 22 was as follows: peas, 150,452 bus.; timothy seed, 9,268 bus.; June clover seed, 6,076 bus.; mammoth clover seed, 10,056 bus.; alsike, 15,578 bus.; beans, all varieties, 2,255,636 bus.—Coleman C. Vaughan, sec'y of state.

CLOVER SEED receipts at Toledo for the week ending January 5 were 536 bags, shipments 1,368 bags; for the same week last year receipts were 1,340 bags, shipments, 1,640 bags; for the season receipts have been 12,400 bags, shipments, 28,300 bags, for last season receipts were 42,200 bags, shipments 11,600 bags.

EVANSVILLE, IND.—William H. Small, pres. of the W. H. Small Seed Co. of this city who recently fell thru an elevator at his warehouse and so badly shattered his right leg that it was necessary to amputate the member, is getting along all right and it is expected that within a short time he will be able to leave the hospital.—C.

IOWA will require 389,000 bus. of good seed corn to plant this year's corn acreage. The canvass recently made by the agricultural extension department of the Iowa State College brought to light 463,000 bus., of which 212,000 bus. is old corn and 251,000 bus. is new crop corn. The new crop corn is expected to show a shrinkage and those in charge think the amounts needed and available will about balance. Those in charge of the investigation recommend the use of local seed available rather than to employ seed that has not been acclimated.

A CORNER IN SEED OATS having been alleged by A. E. Wilson, Dominion Seed Purchasing Commissioner, the Board of Grain Supervisors of Canada immediately called upon him to present such information as he may have. There is no corner, but a natural scarcity, and Mr. Wilson should be made to substantiate his charges or recant. Unfounded charges of profiteering create unrest among farmers.

BRITISH INDIA now is crushing its own beans and producing castor oil, exports of which for 1915-16 show an increase from 384,305 gallons, valued at \$162,866, to 1,016,905 gallons, valued at \$463,940, for 1916-17 of which the greater part was bought by the United Kingdom. The area under cultivation increased from 450,000 to 500,000 acres. The annual production is about 6,000,000 tons of seed, the crop varying greatly with the season. Exports of castor seeds for 1916-17 were only about half those for the preceding season which formerly were the lowest of record.

EVANSVILLE, IND.—The outlook for the seed market for 1918 is for still higher prices, according to L. E. Steffee, treas. of the W. H. Small Seed Co. Large quantities of seeds formerly annually imported from Europe must be replaced with domestic seeds, of which there already is a shortage. The seed question has been partially solved thru development of the resources of Japan, according to Mr. Steffee. Seeds now are being imported by the company from Japan, but the supply will be inadequate. Farmers generally are demanding and purchasing a better quality of seeds than they did in former years. They have been educated to the belief that high priced seeds pay in larger and better yields. This demand for the best quality of seed also has much to do with the rise in prices.—C.

IMPORTS of forage plant seeds, in pounds, subject to the seed importation act, permitted entry into the United States during December, 1917, included the following: Canada blue grass, 93,800; alsike clover, 243,500; crimson clover, 132,000; white clover, 8,100; alsike and timothy mixture, 500; rape seed, 1,516,000; English rye grass, 32,900; Italian rye grass, 15,700. For the same month in 1916 imports included: alfalfa, 2,800; alsike clover, 484,000; crimson clover, 179,700; red clover, 272,400; white clover, 24,400; alfalfa and red clover mixture, 100; grass mixture, 2,500; orchard grass, 289,500; rape, 556,100; English rye grass, 240,900; Italian rye grass, 58,200; hairy vetch, 10,500. For the last six months of 1917 such imports included: alfalfa, 24,500; Canada blue grass, 201,000; Kentucky blue grass, 3,700; alsike clover, 1,054,700; crimson clover, 1,110,500; red clover, 126,900; white clover, 51,000; white and alsike clover mixture, 30,200; alsike and timothy, 500; Hungarian millet, 9,000; broomcorn, 218,500; orchard grass, 57,600; rape, 8,625,700; redtop, 2,200; English rye grass, 491,600; Italian rye grass, 237,600; timothy, 100; hairy vetch, 179,900. For the same period of 1916 such imports included: alfalfa, 1,387,300; Canada blue grass, 20,800; brome grass, awnless, 1,400; alsike clover, 2,731,000; crimson clover, 3,717,200; red clover, 2,062,600; white clover, 101,100; white and alsike clover mixture, 3,700; alfalfa and red clover mixture, 100; Hungarian millet, 94,400; broom corn, 58,100; grass mixture, 2,500; orchard grass, 1,026,800; rape, 1,599,600; English rye grass, 566,900; Italian rye grass, 287,100; timothy, 200; hairy vetch, 163,800; spring vetch, 23,800.

THE SEED SITUATION in Montana is serious and Washington will be asked to give aid. Financial assistance is required by many farmers who have not yet obtained title to their lands and who cannot be helped under the provisions of the seed lien law. A seed census is being taken and active work started to solve the problem of supplying the seed that must be had if Montana is to furnish her share of the bumper crop which should be produced this year.

PAUL SERRE, French vice consul at Trinidad, has announced a readiness to buy all castor-oil seed, in bags f. o. b. Port-of-Spain, at prices equivalent to 3.5 to 4.4 cents per lb., at normal rates of exchange. He suggests the cultivation of Palma Christi for castor oil which could be planted where it would form a temporary shade for young cocoa and coconut trees. One of the chief fertilizers used in Bermuda is castor-oil cake imported from the United States at a rather high cost while thruout the Bermuda island Palma Christi grows wild. The seeds of the plant yield up to 58 per cent of oil and it is said in Algeria, where the plant grows wild and its cultivation is greatly encouraged, oil is extracted from the leaves as well as the beans.

TOLEDO, O.—Twenty dollar clover bulls are in evidence. They are encouraged by the strong advance. Prices have gone up so rapidly that maximum is suggested. It is only talk so far. Those opposed say prices are not out of line with other commodities. Maintain clover is cheapest fertilizer. At \$20 it is equal to around 35 cents per pound, and costs less than commercial fertilizer, besides inoculating soil better. Commercial fertilizers have been advancing in price. Clover around \$18 doesn't look out of line with prices of other commodities. Toledo stocks are smallest; receipts lightest on record. Spring demand is ahead. Large seeding demand expected. Interior stocks not large. Prominent Indiana dealer tells us that stocks there are very moderate. He is bullish. At this stage, only limit to extreme advances appears to be the chance of a maximum price being put in effect. Clover seed crop was short to begin with, and U. S. has been on exporting basis instead of importing as in normal years. Peace would likely be followed by big European demand.—Southworth & Co.

EVERYBODY knows the last crop of clover seed was a small one, and fell much below the average. The apparently large stocks of old carried over in all positions were sadly depleted before the new was fairly on the move. Export demand took a lot of it. They not only bought it, but shipped it. Some talk been going on

Imports and Exports of Seeds.

Imports and exports of seeds for October, 1917, with comparative figures for October, 1916, and totals for ten months of the two calendar years, as reported by the Bureau of Domestic and Foreign Commerce are here given:

	IMPORTS.			
	October, 1917.	1916.	9 mos. ending Oct. 1917.	1916.
Flaxseed, bus.	792,371	1,902,972	7,598,637	11,721,955
Red clover, lbs.	25,780	504,642	3,943,083	29,618,049
Other clover, lbs.	542,965	1,537,245	6,855,395	8,944,930
Other grass seed, lbs.	147,648	919,054	5,733,541	8,635,352
Sugar beet, lbs.	2,811,949	14,700	9,391,640	18,489,695
EXPORTS.				
Flaxseed, bus.	108	31	962	1,528
Clover, lbs.	625,400	245,702	5,279,859	3,866,570
Timothy, lbs.	977,513	1,447,565	11,249,906	8,750,088
Other grass seed, lbs.	168,787	428,757	3,984,050	2,569,774

about the amount left at the seaboard, and possibility of its being resold in this country. Near as we can learn only about 4,000 bags remain unshipped at seaboard sold for export, and one large shipment will go out next week. Chances are none will come back to be resold, and if it did, would cut no figure. It is figured the seaboard and eastern dealers will require a lot of seed. Stop, look and listen may be the next words passed along if the trade does not hesitate and cool off. In its mad rush all precedents are broken and prices cut no figure. There is an end to everything. This war will end. May come suddenly, too. Latter would not necessarily mean cheap seed at once, but might tone the hysteria a bit. Thirty cents and more a pound has been realized. Some thought it could not come. Now that it has arrived, apparently others think there is no limit.—J. F. Zahm & Co.

Seed Corn Situation.

The seed corn situation as summarized by the Department of Agriculture:

Illinois—Situation is most serious in years. Practically all the corn in the northern portion of the state is immature and soft; in southern and central parts the corn matured better, tho unevenly.

Indiana—Most counties report they have enough seed corn for their own needs if cared for properly.

Kansas—There will probably be sufficient seed for the state's needs and possibly some to spare.

Kentucky—Farmers are being urged to save every possible ear of corn for seed. Most corn ripened well, but dried out slowly.

Michigan—From present indications only five or six counties will have any surplus seed corn next spring. This leaves an immense territory dependent on outside sources for supplies. There is a general scarcity of seed corn in the state.

Minnesota—Situation is grave; special efforts are being made to select and store seed corn.

Missouri—The situation is serious, especially in the north half of the state; many farmers who normally sell are compelled to buy this year.

Nebraska—State has plenty for her own needs if proper care is exercised in selecting by germination tests.

William B. Wells Dead.

In the death of William B. Wells, president of the Star Elevator Co., of Indianapolis, which occurred Jan. 9, the grain trade lost one of its best known members. Mr. Wells had not been well for some time, altho he continued to give his full time to his business affairs up to the day preceding his death. On Wednesday morning he complained of not feeling well, and the end came quite suddenly while his daughter, Mrs. W. W. Hampton, had gone to get him a drink of water.

Mr. Wells was born at Galt, Ont., Canada, Nov. 23, 1845, and came to the United States when he was 20 years old. He had lived in Indianapolis for 30 years, during the greater portion of which time he was engaged in the grain business, and he had been a member of the Board of Trade of that city for 20 years.

Thru his untiring activity in the interests of the Indiana Grain Dealers Ass'n Mr. Wells had won an enviable reputation for himself among the grain men of the state and he will be greatly missed. In addition to his daughter, he is survived by his widow, and by one grandson, Wells Hampton. A portrait of Mr. Wells is reproduced herewith.

Eliminating the Dust Explosion Hazard.

Wednesday afternoon, Jan. 23, about 300 members of the milling and grain industries of Chicago and vicinity listened to a progress report in the form of a lecture by H. H. Brown, Ph. D., chemist of the explosibility of cereal dusts, of the Department of Agriculture, given in the smoking room of the Board of Trade.

In a brief introductory talk, A. Stamford White, president of the Board of Trade, directed attention to the necessity of conserving the grain resources of the country and doing everything possible to prevent the destruction of grain by fire. He introduced B. A. Eckhart, who spoke more at length on the same theme, referring to the work undertaken by the millers and elevator men a number of years ago and of the surrender of their records to the Department of Agriculture which was better equipped to carry on the investigation.

Dr. Brown said the destruction of grain was a natural loss for which insurance cannot compensate and that the destruction of large quantities of grain is an international calamity.

While the Bureau of Chemistry has had this problem before it for several years it is only getting started in its work. On its behalf he asked the co-operation of the men in the business and for a discussion of the points developed by the lecture, slides and motion pictures, seeking in this way such practical aid and support as will enable the Bureau to carry on its investigation to better purpose.

Dust explosions, he pointed out, are much the same as gas explosions and are propagated in much the same way. Dust held in suspension ignites from flame or electric spark and results in explosions which may be transmitted or propagated to various parts of a plant, followed by other explosions as the dust in such parts becomes ignited. A dust explosion is impossible without a proper mixture of dust and air and much attention has been devoted to devise means of preventing ideal conditions for dust explosions.

Reports of explosions of every character are solicited so the men in charge of the work can follow up and ascertain, if possible, what caused them.

A "movie," showing the havoc wrought in thresher machines in the Pacific Northwest and a device for automatically ex-

tinguishing fires started by dust explosions, was shown, this device being one result of the work carried on by the Bureau. Five hundred threshers were lost in 1914 and 1915, the value of the machines and the grain destroyed being \$1,000,000.

Another "movie" showed experiments to ascertain ideal conditions for a dust explosion, using flour, grain, sulphur, coal, starch, sugar and other powders and exploding them in a rough wooden gallery open at both ends.

Some dust explosions Dr. Brown said are caused by static electric sparks. In one case friction caused dust in an elevator leg to ignite and set fire to the rubber belt. After fifteen minutes, the odor became unbearable, and the employees started an investigation. By that time the ignition had developed in other parts of the elevator and resulted in the destruction of the entire plant and the loss of nearly a million bushels of grain. Had operations been stopped and an investigation made when first the odor was detected, the explosion probably could have been prevented.

Details of an experiment showing the development and use of inert gas to prevent explosions were shown and explained by the lecturer. When dust is mixed with inert gas it will not ignite. Means of using such gas in a mill or elevator have not been devised, but experiments show it is not possible to ignite dust diffused in a chamber when the inert gas is introduced. A compilation showing the percentages of oxygen required for the ignition of various dusts was given. If there is 12 per cent or less of oxygen dust will not ignite. The device for extinguishing fires in threshing machines is based on this development.

The lecture was repeated Thursday afternoon, Jan. 24.

J. C. Mitchell gave a brief account of the big explosion in the Washburn-Crosby flour mills in Minneapolis in 1878. He said the popular belief was that the mills had been dynamited. There were four or five explosions, one following the other in quick order, which completely demolished the buildings and setting the debris on fire. The loss of life and property was heavy.

Other lectures will be given at Minneapolis, Omaha, Kansas City, St. Louis, Fort Worth, Galveston, New Orleans, Nashville and other cities, dates and places to be announced later. Also, a series of meetings for grain and milling men to be held in smaller cities is being planned.

Receivers Liable for Dealing with Unlicensed Scoopers.

Irregular shippers who dip into the trade sporadically are not likely to be prepared with a Food Administration License when the opportunity presents itself to scoop a carload of grain from wagons.

Grain receivers at central markets who handle consignments from these fly-by-nights do so at the added peril of violating the food control regulations by dealing with an unlicensed shipper, besides the unsatisfactory business methods of the scoopers in making overdrafts.

Scoopers, unfortunately, can obtain a license without cost the same as a regular dealer, so that the food control regulations are no protection in this respect from the unfair competition of the irresponsible.



Wm. B. Wells, Indianapolis, Ind., Deceased.

Grain Trade News

CALIFORNIA

Montague, Cal.—This company has not fully decided whether it will build an elvtr. this spring or not.—The Loosley-Dwinell Co.

CANADA

Jarrow, Alta.—The United Farmers Ass'n is building a 35,000-bu. elvtr.

Gladstone, Man.—The Echo Flour Mills Co., Ltd., is building an 85,000-bu. brick and concrete elvtr.

Calgary, Alta.—The Pike Grain Co., of which R. A. Pike is mgr., contemplates erecting an elvtr. soon.

Regina, Sask.—The Goose Lake Grain & Lbr. Co., Ltd., has changed its name to the Goose Lake Grain Co., Ltd.

Winnipeg, Man.—W. R. Bawlf, pres., and Dr. Robert Magill, sec'y, of the Grain Exchange, have gone to Ottawa as representatives of the Exchange to protest against the increase in freight rates recently granted by the Railway Commission.

St. Boniface, Man.—In the report issued by deputy fire commissioner Harry O'Connor, after he had made an investigation of the fire which destroyed the elvtr. of the Crown Elvtr. Co. he gave it as his opinion that the fire had been caused by the careless dropping of a match or cigarette butt.

Fort William, Ont.—The following memberships in the Fort William and Port Arthur Grain Exchange have been transferred: From H. T. Lamont to A. G. Bastedo; R. J. Henderson to H. M. Johnston; Evanston, Ill.: N. S. McDonald to W. E. McGaw; Winnipeg, Man. Thos. J. Cowan, of Outlook, Sask., was admitted to membership upon a new certificate.

Saskatoon, Sask.—The Board of Grain Supervisors issued an order Jan. 11 requiring the Canadian Northern Railway Co. to unload into government elvtrs. at Saskatoon, for the account of the Wheat Export Co., all cars of wheat shipped east from points on the Kindersley, Hanna, Calgary, Lelisle and Elrose subdivisions of its lines. The Wheat Export Co. is to pay a diversion charge of 1c per bu. in addition to the fixed price of wheat so diverted, and the order is to cover the movement of wheat on the subdivisions named during the period of closed navigation only.

Fort William, Ont.—The Board of Grain Supervisors has approved the tariff of charges at public terminal elvtrs. at Fort William and Port Arthur for the year ending Sept. 1, 1918. Elvtr. charges for receiving straight grain are ¾c per bu., for receiving mixed grain, 1½c per 100 lbs., and for receiving screenings, 2c per 100 lbs., these charges covering storage, spouting and insurance against fire for the first 15 days; storage charges on straight grain are 1/30c per day, after the first 15 days; on mixed grain 2/30c per 100 lbs. and on screenings 1/10c per 100 lbs. Cleaning charges range from nothing, when the dockage contains no other grain of commercial value, to 1c per bu. when the grain carries a return of other grain of commercial value. Drying charge for tough grain is 1½c per bu., and for damp or wet grain 4c per bu. On all grain received, deduction from the gross weight of each car to cover invisible loss and shrinkage in handling will be made as follows: wheat, 15 lbs.; oats, 50 lbs.; barley, 50 lbs.; flax, 28 lbs. On wheat carrying a dockage of 3% or more, after deducting 1% of gross weight for waste, a return will be made for the balance of the screenings. For the additional expense in handling a bulkhead car a charge of \$3 is made.

St. John, N. B.—A device which workmen were using for drying purposes in the elvtr. which is being built by the Canadian Government Railways set fire to some boards in the elvtr. recently. The fire was extinguished before any damage was done.

Ottawa, Ont.—The Board of Grain Supervisors issued an order Jan. 11 providing as follows: That the price of No. 3 Ontario winter wheat shall be fixed at \$2.19 per bushel, basis in store Montreal. That this price shall be effective 10th Jan., 1918, and continue until 31st August, 1918, both dates inclusive. That the Regulation of the Board No. 7 provided under Order No. 11 of the Board shall be equally applicable to this order.

COLORADO

Stratton, Colo.—The Snell Mill & Grain Co. contemplates installing a grain cleaner, corn sheller, feed mill and gas engine.

Fort Morgan, Colo.—The Wagner-Simpson Merc. Co., one of the oldest firms in this section of the state, has been bot by the Farmers Platte Valley Mlg. & Elvtr. Co. The new owner took possession of the business Jan. 1.

IDAHO

Fenn, Ida.—An elvtr. for handling grain in bulk will be built by a local farmers organization, it being planned to start construction work at once.

Holbrook, Ida.—The Oneida Farmers Union has placed its recently completed elvtr. in operation. The capacity of the house is 25,000 bus., and its cost was \$10,000.

Grangeville, Ida.—Farmers in this community have formed an organization to build an elvtr. for handling grain in bulk. Construction work on the plant will be started soon.

Caldwell, Ida.—The B. M. Holt Grain & Seed Co. will build an elvtr. of 80,000 to 100,000 bus. capacity, together with a warehouse. Plans are now being drawn, and upon their completion the contract will be let.

Tammany, Ida.—Farmers of this community contemplate organizing a company to build an elvtr. An elvtr. construction com'te, consisting of Arthur Grover, Michael Madden and Geo. H. Banaka has been appointed.

ILLINOIS

Prairie City, Ill.—The elvtr. of Bader & Co. has been completed.

Peoria, Ill.—The distillery of Clark Bros. & Co. has been sold to the Industrial Alcohol Co.

Raymond, Ill.—Adolph Oberle has sold his elvtr. and grain business to the Farmers Grain Co.

Exline, Ill.—A. Z. Hoag has turned over his grain business to his son-in-law and has removed to Kankakee.

Watska, Ill.—The Peoples Grain Co. has improved its office, an iron grating and grill work being erected.

Taylorville, Ill.—J. F. Ellis, formerly of Blue Mound, is now mgr. for this company.—Farmers Grain & Produce Co.

La Hogue, Ill.—The La Hogue Grain Co. has bot the elvtr. of W. O. Maddin. The plant was formerly owned by Egley Bros. & Bush.

Kewanee, Ill.—Ira Franklin has resigned as mgr. for the Farmers Elvtr. Co., and he has been succeeded by J. E. Hawthorne, formerly of Martinton.

Camp Point, Ill.—I have bot Mr. Liggett's interest in the elvtr. owned by Oliver & Liggett and will operate it the same as heretofore.—T. L. Oliver.

Carlinville, Ill.—The Farmers Grain & Produce Co., which was recently reported to have been incorporated here, does not operate an elvtr. at present.—X.

Cazenovia, Ill.—John Meisner has bot a one-third interest in the grain, lbr. and hardware business operated under the firm name of M. J. Ranney & Co.

Mt. Carmel, Ill.—The new plant of the Bluff City Mills, which was built to replace the one destroyed by fire, has been completed and is now in operation.

Piasa, Ill.—I have sold my elvtr. at this place to H. T. Still & Sons, and C. E. Still, who has been with me for the past 8 years, will be mgr.—J. T. Darnielle.

Watska, Ill.—The office of James E. Bennett & Co. has been enlarged and remodeled, new furniture being installed. F. F. Thompson is the mgr. for the company.

Blue Mound, Ill.—J. F. Ellis has resigned his position with Reis & Botoner and has removed to Taylorville where he will be mgr. for the Farmers Grain & Produce Co.

Carbondale, Ill.—A. D. Brubaker, formerly connected with the Southern Illinois Mlg. & Elvtr. Co., of Murphysboro, is now mgr. for the Carbondale Mlg. & Elvtr. Co.

Peoria, Ill.—The directors of the Board of Trade, at their regular meeting Jan. 8, voted to increase the inspection fee for all grain to 75c per car, effective Jan. 15.

Virden, Ill.—The 20,000-bu. elvtr. of L. C. Canham, located 1½ miles west of this place, has been completed and placed in operation. Ernest Stainforth is in charge as agt.

Sheffield, Ill.—Fire of unknown origin destroyed the elvtr. of the Farmers Elvtr. Co. Jan. 17. Three thousand bus. of corn and about 16,000 bus. of oats were burned. The fire was discovered by a night watchman about 4:30 a. m.

Blandinsville, Ill.—Having sold my elvtr. to the Blandinsville Farmers Elvtr. Co., I am out of the grain business and probably will not re-engage in it.—H. E. Roberts.

McCall, Ill.—The elvtr. of W. T. Wallicker was recently set on fire by some unknown person, the flames being discovered and extinguished before much damage resulted.

Martinton, Ill.—J. E. Hawthorne, who has been mgr. for the Farmers Elvtr. Co., has resigned to remove to Kewanee. He has been succeeded by A. J. Ripsch, formerly of Pontiac.

Murphysboro, Ill.—A. D. Brubaker has left the employ of the Southern Illinois Mlg. & Elvtr. Co. and has removed to Carbondale, where he is mgr. for the Carbondale Mlg. & Elvtr. Co.

Cairo, Ill.—This company is not connected with the Cairo Mlg. Co. Our elvtr. capacity is 10,000 bus. and our grinding capacity is 200 bbls. of corn meal daily.—Cairo Elvtr. & Mill Co.

San Jose, Ill.—Henry Dalcher, of Delavan, has succeeded Maurice Romine as agt. for Wayne Bros., Mr. Romine having been placed in charge of the company's line of elvtrs. with headquarters at Delavan.

Elkhart, Ill.—H. A. Canham, who has been mgr. for the Farmers Elvtr. Co., has bot an interest in the elvtr. of J. N. Hairgrove & Co., at Virden, and will remove to that place to take charge of the business.

Catlin, Ill.—The Farmers Elvtr. Co. has installed a Richardson Automatic Scale in its elvtr., and other improvements have been made. The company contemplates adding feed to the side lines which it handles.

Hillview, Ill.—The Community Elvtr., owned by the Hartwell Ranch Co., has been completed and placed in operation. The elvtr. has storage room for 40,000 bus. of corn and 20,000 bus. of small grain. The plant is operated by electric power, a total of 5 motors being used for the purpose.

Brocton, Ill.—J. M. Newgent, an employee at the elvtr. of H. H. Wright, was seriously injured Jan. 12 when he slipped and fell into a moving belt. His right elbow was dislocated, left clavicle fractured, head, face and right hand badly lacerated.

Peoria, Ill.—While on the way to his office on Jan. 16 Geo. Brier slipped on the icy walks and fell, breaking his leg. He is reported to be recovering as rapidly as can be expected, but it will be some time before he can be at his desk again.

Princeton, Ill.—The Princeton Farmers Elvtr. Co. has completed its new reinforced concrete elvtr. and it has been placed in operation. The old wooden elvtr. will be taken down and the company is now asking for bids for doing this work.

Foosland, Ill.—An organization of farmers in this community has purchased the elvtr. of Noble Bros., of Gibson City. About 20 years ago Noble Bros. bot the elvtr. from a farmers company. They have rebuilt and otherwise improved it and now it goes back into the farmers' hands again.

Virden, Ill.—The elvtr. of J. N. Hairgrove & Co. has been sold to L. C. Canham, of Springfield, and H. A. Canham, of Elkhart. H. A. Canham, who has been mgr. for the Farmers Elvtr. Co. at Elkhart will remove to this place and take charge of the business. The selling will be done thru the office in Springfield, of which L. C. Canham is mgr.

Waverly, Ill.—The plans which W. R. Turnbull has adopted for the elvtr. which he will build to replace the one destroyed by fire a short time ago provide for a reinforced concrete plant, circular in form, 30 feet in diameter and 124 feet high. There will be storage room for 8,000 bus. of ear corn and 32,000 bus. of small grain and shelled corn. The mechanical equipment will be up-to-date in every respect.

Rockford, Ill.—The War Dep't is building a 167,000-bu. elvtr. at Camp Grant for use in storing grain for feeding the horses needed at the Camp. The foundation and first 13 feet above ground are concrete. The grain storage is in the form of twin elvtrs., with tower conveyor, rising to a height of 92 feet. The wood part is of cribbed construction, 16-sided, about 8 feet on each side. Grain is received from cars and is taken out by wagons as needed.

Heaton sta. (Hoopeston p. o.), Ill.—The Farmers Grain Co., of which E. E. Resler is mgr., has recently completed new coal bins, one of which is 100x14 feet, 9 feet high, the other being 17x14 feet, 9 feet high. The floors are concrete, as are the walls to a height of 5 feet, and the total capacity is 700 tons. A Hess Grain Drier is now being installed in the company's elvtr. Three box cars have been purchased for use in handling the company's shipments.

Winchester, Ill.—A jury in federal court has awarded the Winchester Elvtr. & Grain Co. \$5,654 damages in its suit against the Armour Grain Co., which was brought to recover money alleged to have been deducted on grain consignments for sums due the Armour Grain Co. from the mgr. of the Winchester Elvtr. & Grain Co., who is said to have speculated with the defendant company as his agt. The question involved is said to have been whether the Armour Grain Co. knew or could have discovered that the mgr. was speculating on his own account and not as the agt. of his company.

Peoria, Ill.—The annual election of the Board of Trade was held Jan. 14. Homer H. Dewey was elected pres., Geo. L. Bowman, 1st vice-pres., and A. C. McKinley, 2nd vice-pres. John R. Lofgren was re-elected sec'y and William C. White was re-elected treas. The following directors were elected: L. H. Murray, Louis Mueller, Thomas A. Grier, J. M. Van Nuys, E. R. Murphy, A. G. Tyng, A. W. Harwood, Charles C. Miller, Albin H. Kanne and William T. Cornelison. The following com'tes were named by Pres. Dewey: arbitration, F. L. Wood, Geo. Breier, J. C. Luke; appeals, John Thode, E. S. McClure, H. M. Barlow.

CHICAGO NOTES.

The firm of A. E. Butler & Co. has discontinued business.

The new officers of the Board of Trade were installed at 3 p. m. Jan. 14.

The Faroll-Bittel Co. has been incorporated by Barnett Faroll and John J. Bittel, to engage in the grain business.

Frank Marshall is rapidly recovering from the paralytic stroke he suffered Jan. 15, and which has confined him to his bed.

The new inspection rates, advancing the charge to \$1 per car where moisture tests are made, and to 75c per car where no moisture test is made, were placed into effect Jan. 14.

The 6,100,000-bu. reinforced concrete terminal elvtr. of the C. & N-W. Ry. Co. in South Chicago has been placed in operation. The Armour Grain Co. is operating the plant.

No commission should be charged on the part of the amount paid or received which represents the war revenue tax on bids and offers, was the ruling Jan. 23 of the violation of rules com'tes.

Pres. A. Stamford White of the Board of Trade gave a dinner at the Chicago Club Jan. 21 in honor of ex-Pres. Joseph P. Griffin. Only officials of the Exchange and retiring directors were present.

Joseph Griffin, retiring pres. of the Board of Trade, on Jan. 23 was presented with a gold watch and chain by his fellow members in recognition of his services to the Board during the past two years.

C. F. Geist, who established the grain, hay and feed firm of C. F. Geist & Sons, which is at present conducted under the name of Geist Bros., died Jan. 12. Mr. Geist was 87 years of age at the time of his death.

This company is not at the present time contemplating the erection of an elvtr. on the Calumet river, as was stated in a recent report. No plans have been made for such a structure.—C. B. & Q. R. R. Co., A. W. Newton, chief engineer.

The Hayes Grain & Com'isn Co. has opened offices in the Webster Building with F. W. Martin in charge as mgr. The home office of the company is at Little Rock, Ark., and offices and elvtrs. are operated in other southern and southwestern cities.

Six men, including Geo. M. Patch and Fred S. Martin, have been dropped from the force of the local office of the Food Administration Grain Corporation. It is said that the decreased receipts of wheat have made the force in Mr. Jackson's office too large.

John B. Turner, of Cotter & Turner, Memphis, Tenn., has been reinstated to membership in the Board of Trade. He was suspended in 1916 for failure to produce his books. The charges against him have been withdrawn, and he has withdrawn his suit for \$200,000 damages.

At a meeting held in the assembly room of the Board of Trade Jan. 23 representatives of the Bureau of Chemistry, U. S. Dep't of Agriculture, demonstrated methods of preventing explosions of grain dust. Lantern slides, motion pictures and demonstrations of dust explosions were shown.

The last sale of a Board of Trade membership was at \$3,375, net to buyer, including dues of \$75. The total membership is now 1,622, no memberships having been allowed to lapse in 1917 for failure to pay dues. There are orders for 10 memberships at \$3,000 each, net to buyer.

The Board of Trade has been given permission to remain open during the 10 heatless Mondays, the Food and Fuel Administrations realizing that the Exchange performs a very useful function in distributing foodstuffs. The directors of the Board of Trade have decided to maintain reduced temperatures in order to conserve as much coal as possible, and when a test was made it was found that a temperature of about 60 degrees is necessary to enable clerks and telegraphers to do their work properly.

The Grain Receivers Ass'n of Chicago held its annual meeting and dinner at the Atlantic Hotel, Jan. 18. Drs. Sakolski and Rubinow, of the Federal Trade Com'isn and Dr. Bower and Prof. Boyle, of the Dep't of Agriculture, were present at the dinner. Adolph Kempner was re-elected pres. of the Ass'n.

The scarcity of hay and grain in Chicago is said to be so serious as to threaten to paralyze the city's delivery systems. The two immediate dangers which face team owners are the actual scarcity of feed due to the inability of the railroads to deliver cars to switch tracks and the tendency on the part of a few feed dealers to advance prices.

Douglas N. Stevens and Nils E. Anderson have applied for membership in the Board of Trade, C. M. Rich, Joseph E. Griffin, Z. K. Waldron, Law E. Brown and Edward S. Sheehan have been admitted to membership, and the memberships of Clarence A. Brown, John Woestens and Chas. S. Crary have been posted for transfer. The Crary-Johnson Co. has discontinued its business.

Howard B. Jackson, local agt. of the Food Administration Grain Corporation, has asked the Board of Trade to make arrangements to eliminate re-sampling, with a view to speeding up the handling of cars by the trade. In his letter of request he made the following recommendation: It would be a great advantage to have commission merchants notify the Board of Trade sampling department advices of shipments from the country giving the car number and road over which the grain is expected to arrive and thus make it possible for both, state and Board of Trade department, to get samples simultaneously. This will remove any excuse of the buyer for delay for resampling and expedite the movement of cars in the switching district of Chicago.

Sellers of grain and provisions will until further notice be required to assume the risk until delivery is made, because of the difficulty of getting insurance on the enforced holidays. Heretofore their obligation has been limited to 24 hours. Sec'y John R. Mauff of the Board of Trade has issued the following notice covering this matter: During the period of fuelless Monday it shall be the duty of the party regularly holding delivery notices at 1 p. m. on Saturdays and 2 p. m. on Mondays to present the same at the office of its issuer before 11 a. m. on the banking day succeeding Monday, together with a certified check on some Chicago bank in good standing or other satisfactory payment for the net value of the property represented by said notice, without adding anything additional for interest or insurance, or without deducting any additional storage for the time between the delivery and the time of actual payment.

The directors of the Board of Trade have re-appointed John R. Mauff as sec'y and Walter S. Blowney as assistant sec'y. The following standing com'tes have been named: Executive, James A. Patten, Thos. E. Cunningham, Geo. E. Marcy; Finance, Louis C. Brosseau, Winfield S. Day, W. H. Colvin; Rules, Edward Andrew, James J. Fones, W. H. Perrine; Room, Herbert J. Blum, Winfield S. Day, W. H. Perrine; Membership, Adolph Kempner, Geo. W. Hales, Thos. E. Cunningham; Warehouse, W. H. Perrine, Thos. E. Cunningham, Emanuel F. Rosenbaum; Grain, A. Gers-tenberg, E. D. McDougal, F. B. Rice, William E. Hudson, Hiram N. Sager, R. A. Schuster, F. G. Winter; Clearing House, John J. Bagley, Thos. E. Cunningham, Louis C. Brosseau; Transportation, Emanuel F. Rosenbaum, William E. Hudson, Geo. E. Marcy, J. Norris, E. A. Doern, R. A. Schuster, Geo. W. Hales, F. B. Rice, Hiram N. Sager, A. L. Somers, W. S. Dillon; Violation of Rules, James J. Fones, William E. Hudson, Louis C. Brosseau, Adolph Kempner, W. H. Perrine, John J. Bagley, Winfield S. Day. Samuel Powell was appointed clearing house mgr.; Henry Ulrich, inspector of grain and flax seed; H. A. Foss, weigher and custodian; and H. R. Whiteside, inspector of hay.

The motor supply company of the Third Regiment, Illinois Reserve Militia, of which many Board of Trade men are members, will give a dance and vaudeville entertainment in the Hamilton Club Jan. 26 at 6:30 p. m. Speakers will be Le Roy Stewart, Colonel Anson Holte, Captain Day and Joseph Simons, former vice-pres. of the Board of Trade.

INDIANA

Adams, Ind.—I have sold my elvtr. and grain business.—A. Boling.

Plainville, Ind.—The Plainville Mlg. Co. has filed a preliminary certificate of dissolution.

Treaty, Ind.—The Banister Grain Co. is remodeling its plant.—King Grain Co., Wabash.

Vincennes, Ind.—The South Side Elvtr. Co. has filed notice of dissolution of its incorporation.

Indianapolis, Ind.—The Neola Elvtr. Co., an Illinois corporation, has withdrawn from this state.

Indianapolis, Ind.—The Blanton Mlg. Co. has installed a 200-h.p. motor to operate its elvtr. and mill.—Geo. G. Doran.

Piercetown, Ind.—I have bot the elvtr. and coal business of C. F. Davidson and am making repairs to the plant.—E. C. Jewett.

Evansville, Ind.—The Independent Hay & Grain Co. has completed plans for a large hay and grain warehouse. The grain storage capacity will be 25,000 bus.

Thorntown, Ind.—R. R. Stall & Co. have added a new 5-h.p. G. E. motor to the power equipment in their elvtr., which includes 2 other 15-h.p. G. E. motors.

Swanington, Ind.—We have repaired our Hess Drier and installed a new conveyor, preparatory to putting the drier into operation.—Doan & Day, by J. F. Doan.

Richmond, Ind.—The old Garr-Scott building has been bot by Omar G. Whelan. He will use it for a warehouse at present, and later will convert it into an elvtr.

Warsaw, Ind.—The Farmers Equity Union incorporated; capital stock, \$20,000; incorporators, Geo. M. Alexander, pres., Jos. Foreman, sec'y-treas., and others.

Laketon, Ind.—The stockholders of the Farmers Elvtr. Co. voted at their recent annual meeting to increase the capital stock of the company from \$20,000 to \$40,000.

Wheatland, Ind.—The elvtr. of Walker & Barr, formerly owned by Walker & Chambers, was sold some time ago to the Farmers Elvtr. Co.—O. L. Barr Grain Co., Bicknell.

South Bend, Ind.—The Swift Grain Co., of Detroit, Mich., is now operating the New York Central elvtr. This plant has a drying capacity of 15,000 to 20,000 bus. of corn per day.

Yeddo, Ind.—The Glasscock Grain Co. has sold its elvtr. to the Yeddo Farmers Grain Co., retaining Thomas Glasscock as mgr.—A. E. Hartley, local mgr. E. Lowitz & Co., Lafayette.

Eureka, Ind.—Cal Jones, who has operated an elvtr. here for many years, will join the colors in a short time and will go into training at Camp Zachary Taylor, Louisville, Ky.—C.

Fairmount, Ind.—John H. Charles, who was formerly engaged in the grain and milling business at this place, died recently at Indianapolis. Mr. Charles was 80 years of age at the time of his death.

Evansville, Ind.—Julius O. Artes, mgr. of the Union Elvtr. here, who was recently re-elected to a 4-year term in the city council, has been selected vice-pres. of the body to serve the ensuing year.—C.

Indianapolis, Ind.—William H. Cooper, one of the founders of the Board of Trade, and a former member of the firm of Cooper & Oddy, died Jan. 5. Mr. Cooper entered the grain trade immediately after the Civil War and continued in it until the time of his death, altho he retired from active business about 7 years ago.

Vincennes, Ind.—A small fire was discovered in the dust room of the elvtr. of Paul Kuhn & Co. recently, the fire dep't being able to extinguish it with very little damage. The cause of the fire is unknown.

Boonville, Ind.—There have been no changes in the grain business in this section, other than that of the retirement from business of the Elkhorn Mills, of this place. The company has gone into bankruptcy.—Boonville Mlg. Co.

Whitestown, Ind.—Robert W. Kern has recently taken charge of the elvtr. of Kern & Kirtley, which was purchased from Jenkins & Cohee. Charles Clark, the retiring mgr., will probably be associated with Mr. Cohee in the purchase of an elvtr. at some other point.

Curtisville, Ind.—W. A. Haynes has bot an interest in this company and is now foreman of Elvtr. "M" at this place, succeeding H. J. Loyd, who resigned and is now working for the L. E. & W. Ry. All selling is done thru the main office at Windfall.—Windfall Grain Co.

West Point, Ind.—The elvtr. of the Crabbs-Reynolds-Taylor Co. has been completed and is now in operation. The structure is of reinforced concrete, the main part being 36x56 feet, 107 feet high, and having storage capacity of 90,000 bus. A feed room, 24x90 feet, is built on one side of the main building, and two smaller rooms, one 20x20 feet, and the other 16x18 feet, are built on the other side. The mechanical equipment is up-to-date in every respect, power being furnished by a 60-h.p. oil engine.

IOWA

Osage, Ia.—The Osage Grain & Supply Co. is repairing its elvtr.

Sioux Rapids, Ia.—The Skewis Grain Co. has installed a new gasoline engine.

Zero sta. (Russell p. o.), Ia.—A company is being organized at this place to enter the grain business.

Britt, Ia.—The elvtrs. at this place are now being guarded at night by watchmen.

Marathon, Ia.—E. P. Williams has resigned as mgr. for the Farmers Grain Co.

Emmetsburg, Ia.—An organization has been formed to guard all elvtrs. in this county.

Lone Tree, Ia.—The Farmers Union is making plans to build an elvtr. and engage in the grain business.

Vinton, Ia.—M. J. Collins has succeeded Chester Beall as mgr. for the Farmers Grain & Co-operative Co.

Boone, Ia.—B. M. Huntley has removed to Portland, Ore., to become mgr. for a grain company in that city.

Kesley, Ia.—I am mgr. for the recently incorporated Farmers Elvtr. Co., which has engaged in the grain business.—Ben Papker.

New Sharon, Ia.—Guy C. Logan is now mgr. for the Farmers Elvtr. Co., having succeeded D. L. Ray, who has removed to Gladbrook.

Le Mars, Ia.—At the annual meeting of the Farmers Elvtr. Co. W. R. Null was elected pres., Will Utech, sec'y-treas., and Geo. Null, mgr.

Shellsburg, Ia.—At the recent annual meeting of the Shellsburg Grain & Lbr. Co. J. F. Robbins was elected pres. and A. J. Budd sec'y.

Breda, Ia.—Frank Rinker, who was pres. of the Breda Elvtr. Co., has purchased the interest of his partners and is now sole owner of the business.

Lamoni, Ia.—The elvtr. of the Farmers Elvtr. Co. was burned recently with loss of \$12,000. The fire is believed to have been of incendiary origin.

Buffalo Center, Ia.—Dan Kelley, who has been mgr. for the Farmers Elvtr. Co. for several years, has resigned to remove to Elkton, S. D., where he has bot an elvtr. and will engage in the grain business for his own account.

Dysart, Ia.—The Farmers Elvtr. Co. has filed notice of dissolution of its incorporation, effective Dec. 29. O. J. Hayward was pres. and R. H. Daley sec'y.

Alburnett, Ia.—At the recent annual meeting of the Farmers Elvtr. Co. Jas. Dunn was elected pres., D. R. McCreery, sec'y, and T. E. Hense, mgr.

Dinsdale, Ia.—Earl French has resigned his position as mgr. for the Dinsdale Grain & Lbr. Co. to take effect Feb. 15. He is leaving because of poor health.

Cedar Rapids, Ia.—Fred B. Lewis, who formerly traveled in Illinois and Iowa for E. W. Wagner & Co., is now representing Logan & Bryan in the same territory.

Dennison, Ia.—An overheated stove caused a fire in the office of the Doud Mlg. Co. recently. It was discovered and extinguished before much damage had been done.

Des Moines, Ia.—The new elvtr. and 1,400-bbl. mill of the Bast-Fogarty Mlg. Co. is nearing completion and will be placed in operation during the month of February.

Coin, Ia.—The Farmers Co-operative Co. has been organized with capital stock of \$25,000. R. O. Gamble is pres. and M. H. Manifold sec'y of the company, and C. M. Maier is mgr.

Doris sta. (Independence p. o.), Ia.—Jost & Maynard have bot the stock of merchandise of Frank Fenner and will conduct that business in connection with their grain business.

Hughes sta. (Eldora p. o.), Ia.—The elvtr. of the Farmers Elvtr. Co. has been taken over by E. F. Froning, of Eldora. George L. Lynk will continue in charge of the elvtr. as agt. for Mr. Froning.

Marathon, Ia.—Frank Campbell, who has been connected with the Co-operative Grain Co. for some time, has been advanced to mgr., and his sister, Miss Iva Campbell, has been made bookkeeper.

Holland, Ia.—At the recent annual meeting of the Holland Farmers Elvtr. Co. Pres. John F. Siefken and Sec'y J. D. Dieken were re-elected. J. A. Fonken is mgr. for the company.

Emmetsburg, Ia.—Mr. Littleton, who had submitted his resignation as mgr. for the Emmetsburg Farmers Co-operative Co., has withdrawn it and he will continue with the company.

Leeds, Ia.—The Mystic Mlg. Co. has completed 4 reinforced concrete storage tanks having a capacity of 50,000 bus. Four similar tanks were built last year. The Younglove Construction Co. had the contract.

Le Mars, Ia.—The grain drying plant of the Plymouth Roller Mills Co. was damaged by fire recently. The fire started in the corner of a radiator room immediately above the engine and boiler room and 2,000 bus. of corn which were being dried were destroyed, and the total loss was about \$5,000. The cause of the fire is not known.



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Sioux City, Ia.—Rapid progress is being made on the terminal elvtr. of M. King & Co. and it is expected that it will be placed in operation soon. The Younglove Construction Co. is doing the work.

Sioux City, Ia.—A reinforced concrete elvtr. has been completed by Swift & Co. at the stockyards here. The plant will be used in handling grain for feeding purposes. The Younglove Construction Co. had the contract.

Traer, Ia.—A sneak thief entered the elvtr. office of Marr & Young recently and helped himself to a new pair of overalls and jacket, a hammer, hatchet and other articles. The door was unlocked but the thief entered thru the window.

Cora sta. (Fonda p. o.), Ia.—George Moulton, the owner of the local elvtr., was injured recently when an automobile in which he was riding overturned. He suffered a sprained ankle but is able to be about with the aid of a crutch.

Renwick, Ia.—The elvtr. of the Quaker Oats Co. was endangered by fire recently, when a blaze, thought to have been caused by heat from the exhaust pipe of the engine, was discovered by Mr. Spray, the agt., in time to enable him to extinguish it.

Manson, Ia.—E. H. Rudloff, formerly of Primghar, is now mgr. for this company, having succeeded J. J. French, who resigned to accept a position with E. W. Wagner & Co. as a traveling representative.—Farmers Co-operative Elvtr. & Grain Co.

Pocahontas, Ia.—J. H. Allen has bot the 2 elvtrs. belonging to the Pocahontas Elvtr. Co. and a stock company will be formed to conduct the business. M. E. Richards, who previously had charge of the elvtrs., will again take up the management of the business.

Rock Rapids, Ia.—The Stockdale & Maack Grain Co. has been awarded judgment of \$515.11 in its suit against a farmer to recover the sum which it lost when he failed to deliver corn contracted for sale, and which he refused to deliver when the market advanced.

Alton, Ia.—The elvtr. of G. W. Harris has been repaired and remodeled, new legs, a 1,500-bu. automatic scale, 5-ton Howe Wagon Scale, new distributor and car loading spouts being installed, and the house painted. The Younglove Construction Co. did the work.

Brooklyn, Ia.—The Brooklyn Lbr. & Grain Co. has filed notice of the dissolution of its incorporation. H. C. and H. R. Light have acquired all of the capital stock of the company and will conduct the business as a partnership in the future, the firm name to be H. C. Light & Son.

Eldon, Ia.—H. C. Vass, mgr. of a local elvtr., has built a partition in the seed room at his plant, and each farmer who sells corn will be asked to throw a few ears into the small space. When it is filled with corn it will be weighed, and a check will be made to the Red Cross for the value of the grain.

Akron, Ia.—An attempt to burn the 30,000-bu. elvtr. of J. W. Hedges was foiled recently by the night watchman, who came upon the firebug as he was preparing to start the fire. Altho the watchman fired several shots the incendiary escaped, leaving a large piece of oily waste and a bottle of kerosene near the elvtr.

The board of directors of the Western Grain Dealers Ass'n has decided to hold the next annual convention of the Ass'n at Ft. Dodge, Iowa, during the month of April, 1918. The Ft. Dodge Commercial Club has recently occupied new quarters in the Wakonsa Hotel Bldg. and has probably the finest banquet and convention halls in the State, giving exceptionally good facilities for taking care of conventions. The exact date for the convention will be named later.—Geo. A. Wells, Sec'y, Des Moines.

KANSAS

Detroit, Kan.—The Hoffman Mlg. Co. has bot the elvtr. of Page Bros.

St. Paul, Kan.—The Farmers Grain Co. contemplates erecting a 15,000-bu. elvtr.

Cummings, Kan.—A new engine has been installed in the elvtr. of W. Good.

Kent sta. (Hutchinson p. o.), Kan.—A. E. Turner is now agt. for the Kansas Grain Co.

South Coffeyville, Kan.—A corn mill has been installed by Tom Jameson at his elvtr.

Pittsburg, Kan.—The Pittsburg Grain & Elvtr. Co. incorporated; capital stock, \$24,000.

Washington, Kan.—E. P. Lowe, formerly of Haddam, is mgr. for the Farmers Union Elvtr. Co.

Eldorado, Kan.—The Stevens-Scott Grain Co. is operating the elvtr. of C. A. Aikman under lease.—X.

Inman, Kan.—The Farmers Elvtr. Co., of which J. B. Reimer is mgr., will erect a new office building.

Scottsville, Kan.—Allen Motes has succeeded J. E. Squires as mgr. for the Farmers Union Elvtr. Co.

Belpre, Kan.—M. A. Long has leased the elvtr. of the Kansas Flour Mills Co. and will place it in operation.

Conway, Kan.—R. W. Baldwin is pres. and I am mgr. for the Farmers Co-operative Elvtr. Co.—R. C. Webb.

Norton, Kan.—A. W. Day has removed to Wymore, Neb., where he will act as agt. for the Central Granaries Co.

Ray, Kan.—L. H. Thorpe, who has been mgr. for the Farmers Elvtr. Co. for some time, has resigned his position.

Republican City, Kan.—Lee Martin has removed to Stockham, Neb., where he is employed by the Farmers Elvtr. Co.

Junction City, Kan.—The Farmers Union has completed its reinforced concrete elvtr. and it has been placed in operation.

Concordia, Kan.—Henry Spratlin, an employee of the Concordia Mlg. Co., was injured recently when he dropped a grain door upon his foot.

Sylvia, Kan.—W. B. Fee, who has been agt. for the Kansas Flour Mills Co., has resigned his position and D. E. Roseberry has succeeded him.

Lyons, Kan.—The Lyons Mlg. Co. will build a 2-story brick office building, to cost \$10,000, to be used in conducting its grain and milling business.

Topeka, Kan.—The Derby Grain Co. has bot the plant of the Central Mill & Elvtr. Co. The plant is known as the Billard Mill, and was erected more than 30 years ago.

Cullison, Kan.—W. R. Atherton, formerly mgr. of the Cullison Equity Exchange, has resigned his position to become mgr. for the Farmers Co-operative Union of Sterling.

Ray, Kan.—The elvtr. which the Pacific Elvtr. Co. recently sold to the Rea-Patterson Mlg. Co. is not being operated on account of the shortage in crops.—J. T. Sparks.

Protection, Kan.—D. W. Brite, formerly with the Kansas Grain Co., will be in charge of the elvtr. which I recently purchased from J. E. Kirk.—P. A. Johnston, Coldwater.

Alexander, Kan.—C. W. Almquist has been elected pres., and D. F. Hunt sec'y of the Farmers Union Co-operative Merc. & Elvtr. Co., for which I am mgr.—F. L. Snodgrass.

Sharon Springs, Kan.—There has been no change in the ownership of my elvtr. at this place, but I expect to dispose of my interest soon.—O. H. Ketcham, Cheyenne Wells, Colo.

Haddam, Kan.—E. P. Lowe, who was formerly mgr. for the Farmers Union Elvtr. & S. Co., has removed to Washington, where he is mgr. for the Farmers Union Elvtr. Co.

Logan, Kan.—I have bot the elvtr. of T. W. Wiltrott. The capacity of the house is 14,000 bus., equipment including a man-lift, automatic scale, and a gasoline engine.—O. L. Alsdorf.

Corbin, Kan.—This company has succeeded the Corbin Elvtr. Co. We have installed a Midget Marvel Mill, which is now being operated in connection with our elvtr.—Corbin Mill & Elvtr. Co., W. T. Nelson, mgr.

Irving, Kan.—I am now mgr. for the Farmers Elvtr. & L. S. Co-operative Co., having succeeded Mr. Shepard, who resigned and is now farming. I was formerly with J. N. Shaw at Galesburg.—Jas. A. Gillette.

Robinson, Kan.—C. G. Weichen has sold an interest in his elvtr. to the Aunt Jemima Mlg. Co., of St. Joseph, Mo., and the business will be conducted under the name of the Robinson Grain Co. with Mr. Weichen in charge as mgr.

Winfield, Kan.—The Consolidated Flour Mills Co., which has been incorporated at Hutchinson, will consolidate the business of the Winfield Flour Mills with that of the Border Queen Mlg. Co., of Caldwell, and the Hutchinson Flour Mills Co., of Hutchinson.

Topeka, Kan.—F. A. Derby was elected pres. of the Board of Trade at the recent annual election. Other officers elected are: Vice-Pres., J. B. Nicholson; treas., David Bowie; directors, A. Fassler, A. Boyce Forbes, D. O. Coe and J. F. Jones. Directors who hold over are J. B. Nicholson and J. F. Baldwin.

Caldwell, Kan.—The Border Queen Mlg. Co. has consolidated its grain and milling business with that of the Hutchinson Flour Mills Co., of Hutchinson, and the Winfield Flour Mills, of Winfield, and the combined business will be conducted by the Consolidated Flour Mills Co., which has recently been incorporated with capital stock of \$300,000.

Sterling, Kan.—A. H. Ecton, who has been mgr. for the Farmers Co-operative Union, has resigned and will enter the grain business in Missouri on his own account. He was presented with a gold watch by the stockholders as a token of appreciation for his services. He has been succeeded by W. R. Atherton, formerly mgr. for the Cullison Equity Exchange, of Cullison.

Topeka, Kan.—In a bulletin issued recently from the office of E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n, an analysis of the changes in the membership of the Ass'n during 1917 is made, the following showing being made: Total number of members lost thru resignations, discontinuation of business, failures, deaths and expulsions, 53; applications received and approved, 55; net gain in membership, 2.

Hutchinson, Kan.—The Consolidated Flour Mills Co. has been incorporated with capital stock of \$300,000. Incorporators, Jed W. Burns, Los Angeles, Cal.; Fred A. Burns, Winfield; B. F. Young, Caldwell; L. B. Young and L. R. Burns, Hutchinson. The new company will consolidate the milling and grain business of the Hutchinson Flour Mills Co., the Winfield Flour Mills, of Winfield, and the Border Queen Mlg. Co., of Caldwell.

WICHITA LETTER.

I am now connected with the Watkins & McCabe Mlg. Co., after having been with the Carroll Grain Co. for some time.—Joe Nichols.

Wichita, Kan.—Alva B. Schaefer, formerly with the Williamson Grain Co., will be mgr. of the Schaefer Grain Co., which was recently incorporated.

We have opened an office here and will engage in the wholesale grain and feed business. G. M. Snively, who will be mgr., has been connected with the B. Strong Grain & Coal Co., at Conway Springs, and the Strong Trading Co., Wichita, as long distance trader and ass't to the mgr.—The Sunflower Grain Co.

O. W. Liljestrand, traffic mgr. for the Kansas Flour Mills Co., has been promoted to become assistant to J. B. Hupp, gen'l mgr. of the company.

The Imperial Mills Co. incorporated; capital stock, \$100,000; incorporators, Hilbert Kaufman, W. H. Smith, C. A. Baldwin, Albert S. Barr and Wm. McAuley. The company will operate the plant of the Imboden Mfg. Co., which was recently purchased by the Stevens-Scott Grain Co.

KENTUCKY

Louisville, Ky.—The Indiana Elvtr. Co. incorporated; capital stock, \$100,000; incorporators, K. Arnett, C. Smith and M. L. Wiest.

Wilmore, Ky.—The warehouse and office of the Glass Mfg. Co. were destroyed by fire recently. A quantity of feed and grain was burned, the loss being \$10,000.

Springfield, Ky.—G. L. Haydon has bot a half interest in the firm of McWhorter & Wells, operators of the Springfield Roller Mills, and the business will be conducted under the firm name of Brown & Haydon, the remaining interest being owned by L. T. Brown.

Henderson, Ky.—The Henderson Elvtr. Co., A. Waller & Co., the Farless Milling Co. and the Henderson Feed & Commission Co. have been placed on the roll of honor for the Red Cross, as all the members of these firms and their employees have taken out memberships in this organization.—C.

LOUISIANA

New Orleans, La.—The Milam-Morgan Co. recently placed 70 tons of dry corn cobs at the disposal of the Fuel Administrator to be given to persons who would haul them away.

Winnfield, La.—Business men of this place have formed a company to build an elvtr., a mill and a cotton gin. The plant will cost about \$25,000 and machinery is to be purchased at once.

MARYLAND

Woodbine, Md.—The Gosnell Elvtr. was damaged recently by fire which originated from a gasoline engine in the rear of a nearby general store. The loss on the elvtr. was not heavy.

Arlington, Md.—The J. B. Walles & Sons Co. incorporated to deal in lumber, feed, grain, coal, etc.; capital stock \$100,000; incorporators, John B. Walles, John Shipley, Theodore C. and Edwin E. Walles.

BALTIMORE LETTER.

James T. Everett has made application for membership in the Chamber of Commerce.

The Baltimore Pearl Hominy Co. has let contract for a fireproof elvtr. to cost \$50,000, work on which is to be started soon.

A branch office has been established here by Jackson Bros. & Co., of Chicago, with A. R. Dennis, a member of the Chamber of Commerce, as mgr.

Samuel D. Thomas, chief grain inspector for the Chamber of Commerce, was recently presented with a handsome mantle clock by the assistant inspectors in his dept.

Pres. John C. Legg, of the Chamber of Commerce, who will retire from office Jan. 31, will give a dinner at the Merchants Club Feb. 2 for the members of the board of directors who have served with him during the past 2 years.

The local agt. of the Food Administration Grain Corporation issued the following notice on Jan. 10: The attention of the trade is called to the Food Administration regulations against storing food-stuffs for a period of over 30 days. If there are any oats in the uptown elvtrs. on storage for a longer period than 30 days, the owners of said oats are notified that the oats will be sold "for whom it may concern."

Stephen T. Stackpole has made application for membership in the Chamber of Commerce.

The nominating com'te of the Chamber of Commerce has nominated the following candidates for directors for the 3-year term which begins in February: Eugene Blackford, C. P. Blackburn, Wm. H. Hayward, Frank S. Dudley and E. F. Richards. The election will be held Jan. 28. Ten directors will hold over, and these, with the 5 to be elected will form the board which, on Feb. 1, will elect the pres., vice-pres. and sec'y-treas.

MICHIGAN

Charlotte, Mich.—A Hess Grain Drier is being installed in the elvtr. of Belden & Co.

Caro, Mich.—The elvtr. of F. H. Richardson & Co. was destroyed by fire Jan. 16, about \$30,000 worth of grain being burned.

Escanaba, Mich.—Loyal O'Leary, formerly of Hancock, is now mgr. of the elvtr. and feed store of A. & J. DeGrand.

Port Huron, Mich.—The McMorran Mfg. Co., which operates a mill and elvtr. here, has increased its capital stock from \$12,000 to \$50,000.

Marshall, Mich.—On account of the cold weather work on the new elvtr. of the Farmers Elvtr. Co. has been suspended until spring.

Fargo, Mich.—K. P. Kimball is pres., James Kerr, vice-pres., and W. C. Bricker, sec'y of this company, which was recently incorporated.—The Bricker Elvtr. Co.

Gladdin, Mich.—E. A. McGeorge, of the firm of E. A. McGeorge & Son, who operate an elvtr. here, has removed to North Carolina for the winter. Mr. McGeorge is recovering from an attack of pneumonia.

Gobleville, Mich.—The Farmers Co-operative Ass'n, for which E. J. Fritz is mgr., has placed its recently completed elvtr. and warehouses in operation handling grain, beans, seed, live stock, coal, feedstuffs, etc.

The mid-winter meeting of the Michigan Hay & Grain Ass'n will be held Feb. 14 at the Cadillac Hotel, Detroit. It will be a 1-day session, followed by a banquet at 6:30 p. m. A very interesting program is being prepared.

The mid-winter meeting of the Michigan Bean Jobbers Ass'n will be held at the Hotel Cadillac, Detroit, Jan. 31, beginning at 2:30 p. m. An interesting program is being prepared and a good attendance is expected.—W. J. Orr, pres.

Grand Rapids, Mich.—Nothing further has been done regarding the organization of a company to build a public elvtr. and warehouse here, and we do not anticipate anything further will be undertaken until the war is closed.—Valley City Mfg. Co., Fred N. Rowe, sec'y.

Holly, Mich.—The new plant of the Holly Grain & Produce Co. is rapidly nearing completion. The main building is now enclosed and the inside work well under way. The bean handling dept will soon be ready for use. The large concrete storage tanks will not be erected until later because of the danger of freezing. Most of the machinery has been purchased, and part of it is on the ground. Electric power will be used.

The Farmers Co-operative Ass'n of Michigan has been formed by the farmers' elevator companies of the state. The organization was perfected in a meeting at Chesaning Jan. 11, at which time the following officers were elected: Pres., George A. Miller, Chesaning; 1st vice-pres., August Rohde, Midland; 2nd vice-pres., D. McNaira, Brown City; treas., B. A. Holden, Wixom; directors, B. M. Coffin, Ithaca; C. D. Beecher, Flushing; E. M. Beach, Mt. Morris; C. A. Waldron, Tecumseh; James Cargill, Jr., Marlette; A. H. Donaldson, Fenton; H. W. Houghtalling, Fairgrove. Joseph Rundell, mgr. of the Farmers Elvtr. Co., Corunna, was elected sec'y.

Albion, Mich.—The Albion Farmers Co-operative Elvtr. Co. will erect a \$15,000 bean elvtr.

MINNESOTA

Silver Lake, Minn.—I am mgr. for the Farmers Co-operative Elvtr. Ass'n, having taken charge Jan. 2.—Wm. P. Moran.

Madison, Minn.—W. F. Moran, who has been agt. for the State Elvtr. Co., is now mgr. for the Farmers Elvtr. Co., of Silver Lake.

Hixon sta. (Crookston p. o.), Minn.—The elvtr. formerly owned by the Thorpe Elvtr. Co. is now owned and operated by Chas. Kiewel.—X.

St. Paul, Minn.—The Pioneer Grain Co. incorporated; capital stock, \$50,000; incorporators, R. Opsal, Mart M. Monaghan and P. M. Olive.

Lake City, Minn.—Construction work is progressing rapidly on the addition to the mill which Tennant & Hoyt operate in connection with their elvtr.

Borup, Minn.—E. P. Leirness, who was agt. for the St. Anthony & Dakota Elvtr. Co., died Dec. 19. He has been succeeded by Bert Veale.—A. G. Lundgren.

Faribault, Minn.—At the annual meeting of the Farmers Co-operative Elvtr. Co. F. J. Orcutt was elected pres., E. E. Petseys, sec'y-treas., and H. Dickey, mgr.

Renville, Minn.—The recent report that the elvtr. of the Farmers Elvtr. Co. burned is incorrect. There has been no fire here.—Renville Farmers Elvtr. Co., A. R. Holmberg, mgr.

Minneapolis, Minn.—C. C. Reiger, who has been a traveling solicitor for the Becher-LaBree Co., has resigned his position to enter the banking business at Williston, N. D.

Minneapolis, Minn.—The directors of the Chamber of Commerce have decided to refuse the privileges of the trading floor for the purpose of trading in new crop grain futures.

Pine River, Minn.—We are now operating the branch elvtr. and warehouse which we recently opened at this place, buying grain and produce and selling mill products and fuel.—Little Falls Mfg. Co., L. V. Tanner, mgr., Little Falls.

Manchester, Minn.—Aug. Asleson has resigned as mgr. for the Manchester Live Stock & Grain Ass'n. A successor has not been chosen. At the company's recent annual meeting O. M. Olson was re-elected pres., and Jens O. Jordahl, sec'y.

Stillwater, Minn.—The Commander Elvtr. Co. has taken over the elvtr. of the Northland Rye & Cereal Mills Co. The rye purchased at the elvtr. will be milled in the local mill, and other grain will be shipped to outside points. The company contemplates erecting a warehouse for handling flour and feed as soon as the weather permits.

Ada, Minn.—Emil G. Betcher, who was mgr. for the Farmers Elvtr. Co., died Jan. 12 of heart trouble, from which he had suffered since May, 1914. He was then seriously ill for 10 weeks but was afterward able to resume his work, altho never really strong again. He had been buying grain at the same elvtr. for 19 years.—J. O. Rindahl, agt. Cargill Elvtr. Co.

The annual convention of the Minnesota Farmers Grain Dealers Ass'n will be held at Minneapolis, Feb. 19-21, with headquarters at the West Hotel. The tentative program which has been announced includes the following features: "The Moisture Tester, What It Is and How It Operates," "A Discussion on Side Lines for a Country Elvtr.," "Our Work in the Legislature," by Chas. Kenny; "Price Fixing," Fred L. Carey, Agt. Food Administration Grain Corporation, Minneapolis. The business session will be held Thursday afternoon, Feb. 21.

Windom, Minn.—The Co-operative Elvtr. Co. has completed a 720-ton coal elvtr. and storage plant and it has been placed in operation. The plant is equipped to handle both hard and soft coal, there being 8 bins of 90 tons capacity each, and every load of coal is screened as it is loaded into wagons. Power is furnished by an electric motor located in the cupola. T. E. Ibberson had the contract.

Danube, Minn.—The fire which destroyed our elvtr. Dec. 30 started about 2 a. m. and the entire building was aflame when it was discovered. The loss on building and machinery was \$11,000, nearly all covered by insurance, and there was about \$30,000 worth of grain in the house, with \$21,000 insurance on it. We plan to build a concrete elvtr. of about 30,000-bu. capacity and with up-to-date mechanical equipment.—Danube Farmers Elvtr. Co., A. H. Schroeder, sec'y.

DULUTH LETTER.

Douglas W. McKay, of the White Grain Co., has enlisted in the aviation corps of the army.

A. J. Branca has succeeded J. L. Mullin, who formerly represented Ely, Salyards & Co. on the trading floor. Application has been made for transfer of membership in the Board of Trade from Mr. Mullin to Mr. Branca.

The Board of Trade Clearing House Ass'n re-elected its board of directors for the ensuing year. The members of the board of directors are: G. G. Barnum, J. F. McCarthy, G. H. Spencer, H. S. Newell, Thomas Gibson, W. J. McCabe and S. H. Jones. Franklin Paine was reappointed mgr. and Walter Johnson sec'y.

At the annual election of the Board of Trade the following officers were elected: Pres., M. L. Jenks; vice-pres., P. B. Stockman; directors, C. F. Haley, D. T. Helm, P. M. Paine; arbitration com'tee, G. G. Barnum, E. S. Ferguson, Wm. Grettum; appeals com'tee, Thos. Gibson, F. E. Lindahl, H. J. LaBree; com'tee on inspection, J. F. McCarthy, A. M. Prime, C. F. Haley, H. A. Starkey, M. M. McCabe.

MISSOURI

Hume, Mo.—An elvtr. will be erected at this place by the Peoples Elvtr. Co., of Rich Hill.

Marshfield, Mo.—Thomas Wells has succeeded French Davis as mgr. for the Marshfield Mlg. Co.

Sweet Springs, Mo.—The Farmers Elvtr. & Grain Co. has increased its capital stock from \$10,000 to \$15,000.

Centertown, Mo.—W. A. Stark was recently elected pres., K. I. Mahan, vice-pres., and B. H. Stark sec'y-treas. of the Mahan Mlg. & Elvtr. Co.

Pleasant Hill, Mo.—The Pleasant Hill Mill & Elvtr. Co. will install electric motors to operate its plant. One 50-h. p. motor will be used for the mill and a 20-h. p. motor for the elvtr.

Carthage, Mo.—The McDaniel Mlg. Co. is building a new corn grinding plant to replace the plant now in use. A portion of the old machinery will be used, but most of the equipment will be new. The capacity of the plant will be 500 bbls.

Bertrand, Mo.—The fire which destroyed our grain warehouse and implement house on Dec. 6 was of unknown origin. The loss was \$25,000. We expect to rebuild with a combined warehouse and elvtr. as soon as possible. Plans for new building are incomplete.—Bertrand Merc. & Grain Co.

Monett, Mo.—Ball & Gunning, of Webb City, have bot the plant of the Salzer Mlg. Co. and the business will be conducted under the name of the Monett Mill & Elvtr. Co., with A. C. Squibb, who has been in charge of the elvtr. of R. C. Stone, as mgr. The new firm is composed of Geo. Ball and W. S. Gunning.

KANSAS CITY LETTER.

Having discontinued our grain business, we are using our elvtr. and warehouse at

the present time in doing a custom business.—The Katy Grain Co., A. A. Hassenpflug.

The Larabee Flour Mills Corporation has leased the 7th and 8th floors of a new building now being erected at the corner of Eleventh and Main streets, and will move its offices from Hutchinson, Kan. to this place when the building is ready for occupancy.

The new officers of the Board of Trade were installed Jan. 15 and Pres. O. A. Severance appointed the following members of the transportation com'tee: C. W. Lonsdale, chairman; C. W. Kawless, H. P. Ismert, F. B. Clay, G. I. Kimball. Geo. S. Caraker was appointed chairman of the appeals com'tee, and C. A. Dayton chairman of the floor com'tee. H. F. Hall was elected treas. of the Board of Trade, and E. D. Bigelow, who has been sec'y for 21 years, was re-elected to that office.

The annual election of the Board of Trade was held Jan. 8, and the following officers were elected: Orla A. Severance, pres.; G. A. Moore, 1st vice-pres.; and R. T. Morrison, 2nd vice-pres. T. J. Brodnax, R. J. Thresher, H. J. Dffenbaugh, E. J. Rahm, H. T. Mulhall, and William Murphy were elected directors for 2 years, and A. R. Pierson, Alfred Hertz, J. J. Kraettli, S. P. Hinds and D. C. Bishop were elected to the arbitration com'tee. The new officers were installed Jan. 13, and the directors re-elected E. D. Bigelow as sec'y and D. F. Piazzek as treas. The Grain Clearing Co. of the Board of Trade elected B. C. Moore, G. A. Moore and J. J. Wolcott as directors.

ST. JOSEPH LETTER.

At the meeting of the board of directors of the Grain Exchange Jan. 15 the new officers were installed and com'tees named for the ensuing year. Allan T. West was re-elected sec'y and John W. Broadus was elected treas.

The annual election of the Grain Exchange was held Jan. 9, the following officers being elected: Pres., A. J. Brunswig; vice-pres., T. P. Gordon; members of board of directors, J. A. Gunnell, C. P. Woolverton, C. A. Addington, G. W. Helm and C. A. Geiger.

Local elvtrs. and mills have been handicapped recently, owing to the fact that many of them obtain electric power from the street railway company, which was compelled, because of the shortage of fuel and the inadequate equipment, to shut off the current going to these industries. The Grain Exchange building is heated by steam furnished by the same company and several days during the extreme cold weather it was without heat during the greater part of the day.

The annual dinner of the Grain Exchange was held in the Crystal Room of the Hotel Robidoux Jan. 8. A number of grain dealers from Atchison, Kansas City and other places were present, and the principal speaker was D. F. Piazzek, Kansas City Zone Agent of the Food Administration Grain Corporation. J. L. Fredrick was toastmaster, and addresses were made by A. J. Brunswig, the newly elected pres. of the Exchange, and by T. P. Gordon, vice-pres., W. S. Washer, of Atchison, J. G. Schneider, R. T. Forbes, A. P. Marlin, C. D. Morris and Ewing Herbert. Music for the occasion was furnished by a local quartet.

ST. LOUIS LETTER.

The 4th annual convention of the Missouri Grain Dealers Ass'n will be held in this city Feb. 26 and 27.

The directors of the Merchants Exchange have voted an honorary membership to Roger P. Annan, Sr. Mr. Annan has been ill for some time, and unable to appear upon the floor.

Julius H. Barnes, pres. of the Food Administration Grain Corporation, was the guest of local grain and milling men Jan. 16. A banquet was given at the St. Louis Club in the evening, and Mr. Barnes delivered an address.

The annual meeting of the St. Louis Grain Club was held Jan. 22 at the Statler Hotel. A banquet was followed by the business session of the Club, and later a theater party was held.

During the month of December, 1917, there were 3,138 cars of grain unloaded under the supervision of this dep't, of which 103 were leaking at grain door, 430 at box and 18 at end window.—John Dower, supervisor dep't of weights, Merchants Exchange.

A mass meeting of the members of the Merchants Exchange was held in the trading room after the close of the session Jan. 12 and a resolution was unanimously adopted expressing the desire of the Exchange to support the Food Administration in its work.

The annual meeting of the St. Louis Grain Clearing Co. was held Jan. 9, and all the officers were re-elected as follows: Nat. L. Moffitt, pres.; Fred Seele, vice-pres.; and Claude Morton, sec'y. Angus A. Clark will continue as mgr. Marshall Hall and John O. Ballard were elected to the board of directors.

The annual meeting and election of the St. Louis Grain Club was held Jan. 22, the following officers being elected: W. J. Edwards, pres.; Alex. C. Harsh, vice-pres.; W. B. Christian, sec'y; executive com'tee, M. R. Parrott, W. J. Klosterman, J. M. Fuller, Aderton Samuel and W. K. Woods.—W. B. Christian, sec'y.

The following standing com'tees were named at the first meeting of the new board of directors of the Merchants Exchange: Grain Com'tee, Edward C. Andrews, chairman, J. E. Dixon, J. Paul Berger, Charles L. Niemeier, Fred W. Seele, Gilbert Sears and C. F. Beardsley. Barley Com'tee, Fred C. Orthwein, chairman, F. W. Feuerbacher, Edwin J. Greve and Wm. J. Lemp.

Eugene Smith has been reappointed sec'y of the Merchants Exchange by unanimous vote of the officers and directors. Percy Werner was reappointed attorney. A resolution was adopted at the first meeting of the new board of directors providing for the redemption of 50 certificates of membership during the first 6 months of the year, in addition to those held by members who may die within that time. The certificates are to be redeemed at \$400 each, and they must be presented during the first 6 months of the year.

At the close of 1917 the membership of the Merchants Exchange numbered 971, which is a decrease of 119 during the year. Of this decrease, 100 were purchased and canceled; 11 were redeemed on account of death; 1 resigned; 5 were forfeited for nonpayment of dues; and 2 were placed on the honorary list. The assessment for 1918 is \$100, the same as last year, and the transfer fee also remains at \$100. The revenues from all sources were \$170,931.53. The expenses of the weighing dep't were \$48,045.79 and the receipts \$42,135.78, leaving a deficit to be paid out of general revenues of \$5,910.01.

MONTANA

Columbus, Mont.—The T. C. Powers Elvtr. Co. is contemplating erecting an elvtr.—X.

Kalispell, Mont.—I have bot Elvtr. "B" at this place from the Royal Mlg. Co. of Minneapolis.—B. F. Berry.

Moore, Mont.—The Farmers Elvtr. Co., for which N. E. Norman is mgr., has closed its plant for the season.

Wallum sta. (Franklin p. o.), Mont.—The Farmers Elvtr. Co. has closed its elvtr. and will not re-open it until next fall.—W. A. Clark, Barber.

Chinook, Mont.—The elvtr. of the St. Anthony & Dakota Elvtr. Co., for which Mr. Nelson was agt., is closed for the season.—Mrs. E. O. Nelson.

Absarokee, Mont.—F. E. Robertson, formerly mgr. for the Equity Co-operative Ass'n, of Williams, has bot the Absarokee Mills and has taken possession.

Williams, Mont.—F. C. Robertson, who was mgr. for the Equity Co-operative Ass'n, has resigned his position and moved to Absarokee, where he has bot the Absarokee Mill.

Harlowton, Mont.—The Montana Flour Mills Co. will enlarge its plant, making its milling capacity 1,800 bbls. and its storage capacity 250,000 bus. The new plant will be of reinforced concrete.—W. A. Clark, Barber.

Amsterdam sta. (Manhattan p. o.), Mont.—I have resigned my position as agt. for the Bozeman Mlg. Co., and have enlisted in the Marines. The elvtr. will be closed for the remainder of the season.—R. F. Nelson.

Roberts, Mont.—J. J. Pietila, formerly mgr. for the Montana Co-operative Merc. Ass'n, and Emil Heikkila, mgr. for the Kaleva Co-operative Merc. Ass'n, have bot a controlling interest in the Roberts Elvtr. Co. and have taken over the grain and mercantile business. Mr. Pietila will have charge of the elvtr. and grain business, while Mr. Heikkila will manage the store.

NEBRASKA

Gladstone, Neb.—The Hayes Grain Co. is remodeling its elvtr.

Buda, Neb.—D. Wort has made extensive improvements in his elvtr.

Gresham, Neb.—The Gresham Grain Co. has increased its capital stock to \$25,000.

Hastings, Neb.—A movement is under way to erect a terminal elvtr. at this place.

Crookston, Neb.—The Crookston Lbr. Co. has bot the plant of the Cody Coal, Lbr. & Grain Co.

Virginia, Neb.—Harry Lewis is now employed at the elvtr. of the John Dobbs Grain Co.

Memphis, Neb.—The Farmers Union Elvtr. Co. has employed a watchman to guard its plant.

Douglas, Neb.—The Farmers Elvtr. Co., at its recent annual meeting, elected B. E. Gasselmann pres.

Snyder, Neb.—Joe Muliena has removed to Cornlea, to become agt. for the Crowell Lbr. & Grain Co.

Spalding, Neb.—Joseph Davlin, mgr. for the Spalding Elvtr. Co., has resigned to take effect Feb. 1.

Palisade, Neb.—John Scott has succeeded E. I. Wright, who resigned his position with F. C. Krotter & Co.

Stockham, Neb.—Lee Martin, formerly of Republican City, Kan., is now employed by the Farmers Elvtr. Co.

Chappell, Neb.—The Farmers Elvtr. Co. has installed electric motors to operate all of its plant except the mill.

Friend, Neb.—I. N. Myers has sold his elvtr. to the Central Granaries Co., of Lincoln, and will remove to Lincoln.

Benedict, Neb.—I. L. Draucher, who has been agt. for J. A. Schoenthal & Co., is now agt. for A. A. Tanner & Co.

Loma, Neb.—The elvtr. operated by A. Ruziska as the Loma Grain Co. is owned by individuals in this locality.—X.

Ogallala, Neb.—I have removed to this place from Douglas, where I was agt. for the Bartling Grain Co.—Forest Blaufus.

Douglas, Neb.—Forest Blaufus has resigned his position as agt. for the Bartling Grain Co., and Jim McGee has succeeded him.

York, Neb.—The York Mlg. Co. has completed a new \$15,000 power plant. A new building was built and an oil engine installed.

Linwood, Neb.—Frank Johnnes, who has been agt. for the Nye-Schneider-Fowler Co. for a number of years, has resigned and removed to David City. Jos. A. Tichacek has succeeded him at this place.

Hildreth, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock, \$25,000; incorporators, H. E. Anderson and others.

Haigler, Neb.—J. P. McLain, who has been mgr. for the Farmers Elvtr. Co., is now traveling for the Vincent Grain Co., of Omaha.

Merna, Neb.—The Farmers Grain & Supply Co. had contemplated erecting a flour mill, but has decided not to do so at the present time.

Denton, Neb.—The M. T. Cummings Grain Co., of Lincoln, has erected corn cribs at this place, and they are now being enlarged.

Nebraska City, Neb.—At the annual meeting of the Farmers Elvtr. Co. Jan. 8 B. E. Casselman was elected pres. and J. E. Irons mgr.

Randolph, Neb.—Lysle Courtney has resigned as agt. for the McCaull-Webster Elvtr. Co. and he has been succeeded by Henry Hawe.

Chester, Neb.—A. W. Hindman is agt. for the Central Granaries Co., having succeeded Pearl Brown, who resigned and will remove to Texas.

Adams, Neb.—The Farmers Elvtr. Co. at its annual meeting voted to purchase ground near its elvtr. upon which to build additional buildings.

Kearney, Neb.—Paul Bergner, who was formerly connected with the Kearney Mills, is now grain buyer and clerk for the Gibbon Elvtr. Co.

Trenton, Neb.—W. J. Wagner, who has been mgr. for the Farmers Elvtr. Co. at Cambridge, is now mgr. of the elvtr. owned by the Equity Union.

Murray, Neb.—At its recent annual meeting the Farmers Elvtr. Co. elected the following officers: Pres., Chas. Spangler; sec'y, W. H. Puls.

Henderson, Neb.—We bot and took possession of the elvtr. of the Trans-Mississippi Grain Co. some time ago.—Farmers Elvtr. Co., L. B. Peters.

Brainard, Neb.—W. A. Malovec, who has been mgr. for the Farmers Elvtr. Co. for the past 2 years, has resigned and Stanley Racek will succeed him.

Blue Hill, Neb.—Richard Mudrow, who was mgr. for the Farmers Union Co-operative Ass'n at Edgar, is now mgr. for the Farmers Grain & Stock Co.

Berlin, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock, \$24,000; incorporators, H. F. Reuter, pres., C. A. Ganzel, sec'y, and others.

Hastings, Neb.—The Stockham Grain Co. incorporated; capital stock, \$100,000; incorporators, E. Stockham, W. M. Lowman, E. A. Lucke and L. M. Stockham.

Atlanta, Neb.—I have been succeeded by F. H. Porter as agt. for C. B. Seldomridge, and will probably not again engage in the grain business.—J. M. Hopkins.

Cambridge, Neb.—W. J. Wagner, who has been mgr. for the Farmers Elvtr. Co. for the past 2 years, has removed to Trenton, where he is mgr. for the Equity Union.

Genoa, Neb.—The Farmers Elvtr. Co. has overhauled the machinery in its mill, and some new machinery has been installed. E. T. Christy is mgr. for the company.

Scottsbluff, Neb.—This company, which was recently incorporated, has made improvements in the mill and elvtr. which it bot, increasing the storage capacity of the elvtr. C. E. Boggs is pres., J. W. Boggs, vice-pres. and R. L. Cook, sec'y.—Scottsbluff Mlg. Co., C. E. Boggs.

North Platte, Neb.—The C. F. Iddings Co. sold its elvtr. and mill to the Coates Lbr. & Coal Co. The latter company then sold the mill to the North Platte Electric Mill, which has constructed a small elvtr. in connection. We understand the old 12,000-bu. elvtr. of C. F. Iddings & Co. is being used for storing lumber, etc., by the Coates Lbr. & Coal Co.—Leypoldt & Pennington, E. S. Davis.

Leigh, Neb.—The Farmers Union Co-operative Exchange incorporated; capital stock, \$20,000; incorporators, R. J. Kemper, H. J. Littelman, Henry Feye and others.

Tecumseh, Neb.—Farmers in this community are planning to organize a company with capital stock of \$12,000 to buy or build an elvtr. and engage in the grain business.

Gothenburg, Neb.—The T. L. Carroll Co. incorporated to conduct a grain, coal and lumber business; capital stock, \$50,000; incorporators, T. L. Carroll, W. T. Carroll and others.

Lorenzo, Neb.—Guy Shaw is sec'y, O. C. Dimick, treas., and I am pres. of the Farmers Elvtr. Co., which was recently organized to engage in the grain business.—Wm. E. Chambers.

Ithaca, Neb.—The elvtr. of the Farmers Union is located on the C. B. & Q. Jno. Hanson is pres. and Wm. Endreus is mgr. The capacity of the elvtr. is 20,000 bus.—Rallsback Grain Co.

Elmwood, Neb.—William Atchison, Jr., has resigned his position as mgr. for the Farmers Co-operative Union Ass'n and will devote his time to farming. His successor has not been chosen.

Atlanta, Neb.—C. E. Doty, who was agt. for the Bodman-McConaughy Co. for about 12 years, until a few months ago, when he was forced to resign because of ill health, died Jan. 2.

Lorton, Neb.—Work on the 25,000-bu. elvtr. of the Farmers Elvtr. Co. has been delayed by the cold weather and the company is using a corn elvtr. for handling its business at the present time.

Omaha, Neb.—A. V. Kinsler has resigned as the local representative of Ware & Leland, and has been succeeded by W. P. Archibald, who has been connected with the office for some time.

Wymore, Neb.—J. W. Endelman, who was agt. for the Central Granaries Co., has resigned his position and will remove to Grover, Colo. A. W. Day, of Norton, Kan., will succeed him at this place.

Edgar, Neb.—Richard Mudrow, who was mgr. for the Farmers Union Co-operative Ass'n, has resigned his position and has removed to Blue Hill, where he is mgr. for the Farmers Grain & Stock Co.

Homer, Neb.—The elvtr. which was formerly operated by C. H. Cratty, and which was later leased to the Hiserote Grain Co., is now being operated by the Holmquist Grain & Lbr. Co.—J. R. Wright.

Cornlea, Neb.—Jim Hemsa, who has been agt. for the Crowell Lbr. & Grain Co., has removed to Wakefield, where he will take charge of an elvtr. His successor here is Joe Muliena, of Snyder.

Cook, Neb.—A. A. Tanner & Co., of Lincoln, have bot the interest of J. A. Schoenthal in the lumber and grain business of J. A. Schoenthal & Co. H. R. Prouditt will be retained as mgr. for the new owner.

Culbertson, Neb.—J. A. Kirk has sold his coal, grain and livestock business to J. J. Jennett and J. Brantley, who will conduct the business under the firm name of Jennett & Brantley. Mr. Kirk will devote his time to farming and raising pure bred live stock.

Surprise, Neb.—A company has been formed by farmers in this community to engage in the grain business. Capital stock in the amount of \$13,500 has been subscribed, and the following officers have been elected: G. G. Doehling, pres.; O. C. Reichwein, sec'y.

Decatur, Neb.—The Decatur Elvtr. Co., of which Hugh Gallup is mgr., has made arrangements with the government to haul grain with a large army truck. The drivers are required to make a 50-mile trip each day and the grain is being hauled to Omaha. The plan affords the government an opportunity to give the truck drivers additional training and under the present conditions of car shortage it is quite helpful to the company to be able to transport its grain to market.

NEW ENGLAND

Lynn, Mass.—I am operating an elvtr. and warehouse, which are used in conducting my wholesale and retail grain and hay business.—W. F. Woodsum.

BOSTON LETTER.

The Flour and Grain Club of the Chamber of Commerce held its annual meeting and election Jan. 11.

At the annual meeting of the Flour and Grain Club of the Chamber of Commerce the following officers were elected: Pres., Milton Cushing, of Fitchburg; vice-pres., H. P. Van De Bogert, Jr., sec'y-treas., Elmer E. Dawson; executive com'te, the officers and Warren C. Torrey and Walter E. Smith.

Claiming that small lots of flour are being sold at higher prices than necessary, A. I. Merigold undertook to demonstrate recently on the floor of the Chamber of Commerce that he could bag a barrel of flour in 10-lb. bags in 45 minutes. He succeeded in completing the job in 39 minutes, at a cost of 1c per bag with an outlay of 5c for twine. While Mr. Merigold was making every motion count without the least semblance of hurrying, W. E. Smith, wearing a miller's headress, sold peanuts from a waste paper basket and collected 50c admission fees. P. L. Hackel auctioned 10 bags of flour, 1 being sold to Seth Catlin, chief inspector of the Chamber of Commerce, for \$4 and another going to A. E. MacBrine at \$3. The remainder of the flour was reserved by Mr. Merigold, who will see that it finds its way into needy homes. The money collected will be given to charity.

NEW MEXICO

Albuquerque, N. M.—Grain dealers and millers from this state held a meeting here Jan. 22, at which time D. F. Piazsek, agt. of the Food Administration Grain Corporation for this division, was present to confer with the members of the trade as to the most efficient way to handle the food problem.

NEW YORK

Buffalo, N. Y.—The annual banquet of the Chamber of Commerce was held Jan. 15 in the Lafayette Hotel. James W. Gerard, formerly ambassador to Germany, was one of the speakers.

Kingston, N. Y.—This company, which was recently incorporated, is engaged in the grain business as shippers only, and do not intend to carry any grain in elvtrs. or warehouses.—Kingston Grain Co., Inc.

Merrifield, N. Y.—The fire which recently destroyed our plant started from the backfiring of a gas engine. Capacity of elvtr. was 7,200 bus. and we had a large warehouse. About 5,000 bus. of grain, a car of shingles and a quantity of feed and seed, the whole valued at about \$25,000, was lost. Insurance was \$8,500 and salvage \$2,000. We intend erecting a concrete elvtr. and warehouse, somewhat larger and more up-to-date. Our cleaning and scouring machines were lost. Jas. A. Gould is pres. of this company, E. T. Casler is sec'y, and E. S. Howland is treas. and mgr.—Scipio Patrons Supply Co.

NEW YORK LETTER.

The Produce Exchange has posted an Honor Roll of its members and members of their immediate families who are in the country's service.

Robt. P. Gentles, who recently returned from the battle front in France, where he was severely wounded, has become connected with the Louis Proctor Co.

Koontz & Co. incorporated to deal in grain, stocks, bonds, etc.; capital stock, \$25,000; incorporators, C. V. Koontz, 200 Underhill Ave., New York, and others.

The George T. Renke Corporation incorporated to deal in grains; capital stock \$100,000; incorporators, G. T. Renke, J. A. Horn, 32 Broadway, New York, and others.

James Haffenberg has been elected to membership in the Produce Exchange.

Members of the Produce Exchange acted as hosts, on the last day of the old year, to over 2,000 poor children of the city. Included in this number were many crippled children from various asylums. Various features of entertainment were provided, and each child was presented with a basket containing an assortment of gifts.

NORTH DAKOTA

Fergus, N. D.—There are no elvtrs. at this station.—X.

Tappen, N. D.—The Farmers Union has bot the elvtr. of the Equity Elvtr. Co.

Litchville, N. D.—The elvtr. of N. J. Olson has been closed for the season.—J. E. Duncan.

Mohall, N. D.—The Farmers Elvtr. Co. has been reorganized and will conduct its business on a co-operative basis.

Fairdale, N. D.—Farmers in this community have formed a co-operative organization and will buy or build an elvtr. in time to handle the 1918 crop.

Jamestown, N. D.—Geo. Game & Son incorporated to deal in grain; capital stock, \$20,000; incorporators, Geo. Game, Geo. Game, Jr., and Sophia Game.

Makoti, N. D.—The Makoti Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, J. D. Jensen, J. W. Lampat and E. O. Bondy.

Lisbon, N. D.—The elvtr. of the Great Western Grain Co. was burned Dec. 10, the building and its contents being a total loss. It is said that only a small quantity of grain was in the house.

Spring Brook, N. D.—The Farmers Co-operative Elvtr. Co., for which I was mgr., has closed its elvtr. for the balance of the season as there is not much more grain to be handled.—C. W. Larson.

Griffin, N. D.—The elvtr. of the Bowman Equity Exchange, which was built to replace the one burned July 21, has been completed and is now in operation. The capacity of the house is 30,000 bus.

Golden Valley, N. D.—The plant of the Golden Valley Mlg. Co. has been burned with loss of \$40,000. About 1,800 bus. of wheat were destroyed. The fire is believed to have been of incendiary origin.

Charbonneau, N. D.—On account of poor crops in this part of the state we have closed our elvtr. for the rest of the season and I will go to Minneapolis to take up work in Terminal "R" for the company.—C. F. Schoen, agt. Victoria Elvtr. Co.

In an informal opinion by Attorney General William Langer, written at the request of J. A. Little, rate expert for the railroad com'isn, it is held that if a farmer is paid for a lower grade of wheat than is actually sold the com'isn has the authority to order the elvtr. purchasing the grain to pay the difference between the price paid for the grain and the price it would have sold for under the correct grade, providing sufficient evidence can be produced to show that the grain was actually undergraded. The opinion is also given that the com'isn can enforce its order by the revocation of the warehouse license held by the owner of the elvtr., who, however, has the right of appeal from the decision of the com'isn.

OHIO

Conover, O.—I will build a new elvtr. this year.—C. W. Shaffer.

Ashland, O.—J. L. Donley has bot the elvtr. and coal yards of J. C. Palmer & Co.

Dayton, O.—V. E. Herter & Co. have taken out a permit to build an elvtr. to cost \$15,000.

Marion, O.—B. J. Beeman, formerly employed by the Loudonville Mill & Grain Co., of Loudonville, has recently accepted a position with the Marion National Mill Co.

Berky, O.—The Berky Elvtr. Co. has installed a new Invincible Grain Cleaner.—O. L. Rice, Metamora.

Lyons, O.—The Lyons Grain & Coal Co. has installed a new Invincible Grain Cleaner.—O. L. Rice, Metamora.

Van Wert, O.—I am mgr. for the recently incorporated Van Wert Equity Exchange Co.—E. A. Longworth.

Arcadia, O.—The Arcadia Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, J. W. Graham and others.

Pikeville, O.—We are out of the grain business, having sold our elvtr. to Powell, Albright & Powell, of Greenville.—Thomas Bros.

McCutchenville, O.—At the recent annual meeting of the Seneca Grain Co. C. M. Wenner was elected pres. and Harry H. Basil, sec'y.

Holgate, O.—The Holgate Grain & Stock Co. will install a grain drier, and will handle coal in connection with its grain business in the future.

Loudonville, O.—The Loudonville Mill & Grain Co. is building a 150-bbl. corn mill and a 300-bbl. rye mill as an addition to its present elvtr. and mill.

Nankin, O.—The Nankin Equity Exchange has engaged in the grain business. The company also handles hay, flour, fertilizer and building materials.

Kansas, O.—We have sold our elvtr. to Earl Mitchell and A. B. Powell, and they will conduct the business under the firm name of Mitchell & Powell.—The J. L. Rouze Co.

Loudonville, O.—B. J. Beeman has resigned his position with the Loudonville Mill & Grain Co., and he has removed to Marion, where he is employed by the National Mill Co.

Warsaw, O.—We are making arrangements for the construction of an elvtr. and warehouse, work to be started as soon as the weather will permit.—Walter Elliott, by Chas. W. Elliott, Millersburg.

Castalia, O.—We have leased the elvtr. of Gallagher Bros., of Sandusky, and have equipped it with electric motors for the purpose of handling grain and seeds.—L. B. Einsel, with the Sneath-Cunningham Co.

Cleveland, O.—The annual election of the Grain & Hay Exchange was held Jan. 9 and the following officers were elected: Pres., H. W. Robinson; vice-pres., F. E. Watkins; sec'y, James H. Reuss; treas., F. W. Blazy. Directors elected were: E. I. Bailey, A. G. Oatman, George Schmidt and C. G. Clark.

CINCINNATI LETTER.

The directors of the Grain & Hay Exchange have voted to inspect hay for the government at the regular license fee.

Christ W. Popp has succeeded the late John Woesten as local representative of Rumsey & Co., of Chicago. Mr. Popp has been mgr. for the Postal Telegraph Co. on the Exchange for several years.

The Hay & Grain Exchange of the Chamber of Commerce held a meeting recently and Pres. E. A. Fitzgerald announced the following nominating com'te: F. F. Collins, C. S. Maguire, C. E. Van Leunen, Frank R. Brown, and Elmer H. Hiele. This com'te will nominate 14 candidates for the board of directors, 7 of whom are to be elected at the annual meeting to be held Feb. 21. The Chattanooga Feed Co., of which Harry Winer is the local representative, was elected to membership. The exchange now has 73 firms represented on its roster. A report was read showing that the hay plugging market has been a pronounced success and that the receipts of hay have increased 150% since last January. C. R. Hebble, executive sec'y of the Chamber of Commerce, addressed the meeting. Mr. Hebble is also sec'y of the Hamilton County Fuel Administration Com'te, and he advised the members that grain interests would be exempted from the recent order issued by Dr. Garfield, in view of the fact that grain is considered food.

L. B. Moser has applied for membership in the Chamber of Commerce.

C. R. Hebble, who has been acting executive sec'y of the Chamber of Commerce since W. C. Culkins retired, was appointed executive sec'y by the newly elected board of directors. Luke W. Smith was elected pres., and Alfred Gowling, vice-pres.

TOLEDO LETTER.

Wm. E. Savage was re-elected pres. and Edw. A. Nettleton sec'y-treas. at the recent annual meeting of the Imperial Grain & Mill Co.

J. D. Hulburt has been admitted to membership in the Produce Exchange on transfer of certificate from D. W. Camp. Cratz Bros. have withdrawn their membership.

Harry Zimmerman, bookkeeper for J. F. Zahn & Co., is now a member of the Coast Artillery at Camp Jackson, New Orleans. On the occasion of his departure to enter the service his friends gave him a farewell dinner, and he was presented with a wrist watch.

The annual election of the Produce Exchange was held Jan. 7. Frank I. King was elected pres., and other officers chosen are: 1st vice-pres., Fred Mayer; 2nd vice-pres., Frank W. Annin; sec'y, Archibald Gassaway; treas., Harry R. DeVore. Directors elected were: C. S. Coup, D. Anderson, E. L. Southworth, F. O. Paddock, R. P. Lipe, G. D. Woodman, F. R. Moorman, R. S. Sheldon, J. Wickenhiser, and J. D. Hulburt.

OKLAHOMA

Walters, Okla.—The R. H. Drennan Grain Co. has installed new machinery in its elvtr.

Checotah, Okla.—Robt. Russell and John H. Young have bot the elvtr. and mill of the Checotah Mill & Elvtr. Co.

McAlester, Okla.—The elvtr. which we recently completed has capacity of 20,000 bus.—McAlester Grain & Elvtr. Co.

Delaware, Okla.—An elvtr. will be built by Wm. Grover, of Lenapah, to replace the warehouse which burned recently.

Collinsville, Okla.—G. T. Childress has been appointed mgr. for the recently incorporated Collinsville Mill & Elvtr. Co., succeeding J. E. Whitney.

Altus, Okla.—This company, which was recently incorporated with capital stock of \$10,000, will conduct a wholesale and retail grain business. J. T. Gibbons is pres. and mgr. and J. D. Durham is vice-pres. of the company.—J. T. Gibbons Grain Co.

Oklahoma City, Okla.—Since I transferred the name, Oklahoma Export Co., to G. T. Daniel, I have not been active in the grain business and do not expect to be until conditions change, and perhaps I may engage in another line altogether. In the meantime the grain business which I do will be conducted in my individual name.—J. J. Stinnett.

Watonga, Okla.—The fire which destroyed our elvtr. was discovered by one of the firemen and the night watch just as it was breaking out at the top of the elvtr. Loss on building was \$8,500, with \$5,000 insurance; loss on stock \$15,400, fully covered by insurance. We will rebuild with a 20,000-bu. fireproof elvtr., and will install a sheller, cleaner, feed grinder and motors for electric power.—Watonga Grain Co., J. W. Gerhardt, mgr.

OREGON

Eugene, Ore.—The Springfield Mill & Elvtr. Co. has completed the installation of new equipment and repairs to its plant and it is again in operation.

Athens, Ore.—The Farmers Union Grain Agency, of Pendleton, contemplates erecting a 100,000-bu. reinforced concrete elvtr. at this place. Work is to be started immediately, and the plant will be completed in time to handle this season's crop.

Pendleton, Ore.—The Pendleton Roller Mills will make improvements in its plant to complete its equipment for handling grain in bulk. The work will cost \$10,000.

Eastland sta. (Adams p. o.), Ore.—There is one elvtr. at this station. It is owned by S. R. Thompson. Have heard nothing about the farmers intending to build an elvtr.—X.

Myrick sta. (Helix p. o.), Ore.—The Farmers Mutual Warehouse Co. and the Pacific Coast Elvtr. Co. operate warehouses here, handling grain in bags, but have heard nothing about building an elvtr. to handle grain in bulk.—X.

Milton, Ore.—F. E. Cockburn, H. H. Cockburn and William Harder have been appointed to make estimates with regard to purchase of the Miller Mill Co. for the erection of a new mill and elvtr. to be operated next season.

Pilot Rock, Ore.—We contemplate erecting a reinforced concrete elvtr. of 100,000 bus. capacity, the work to be started immediately and the plant to be ready for this year's crop. As reported recently, we also plan to build a similar elvtr. at Athena.—Farmers Union Grain Agency, R. W. Ayres.

Portland, Ore.—The contractor to whom the Dock Com'n awarded contract for excavating for the 1,000,000-bu. reinforced concrete municipal terminal elvtr. which is being built at St. Johns has served notice that he cannot complete the work and the matter of securing a successor to finish the work has been referred to the city attorney.

PENNSYLVANIA

Reading, Pa.—The F. S. Wertz & Sons Co. has increased its capital stock from \$8,000 to \$50,000.

PHILADELPHIA LETTER.

Newton R. Brey and Thomas K. Sharpless have formed a partnership and will do a brokerage business in grain and feed.

Clarence Woolman, of S. C. Woolman & Co., has enlisted in the navy and he has been made purchasing agt. for the government to handle hay.

The U. S. Tariff Com'n held a meeting in the rooms of the Commercial Exchange Jan. 22 and 23 to give importers and exporters an opportunity to discuss the subject of free ports.

The members of the Commercial Exchange have made the following nominations for officers for the ensuing year, to be voted on at the election Jan. 29: For pres., Louis G. Graff; vice-pres., C. Herbert Bell; treas., Emanuel H. Price and Robert Morris; directors, Robert Morris, Geo. M. Richardson, David McMullin, Jr., Geo. M. Warner, A. F. Gruber, William H. Hahn, A. W. March, S. D. Conwell, Samuel M. McKnight, Samuel H. Young, W. T. Riley, John Scattergood, William B. Stites, Walter K. Woolman, William M. Richardson, Frank M. Resekraus and Russel M. Wagar. Six directors are to be elected to serve 2 years.

SOUTH DAKOTA

Menno, S. D.—The South Dakota Grain Co. has leased the elvtr. of the Farmers Land, Loan & Grain Co.

Vermillion, S. D.—The Farmers Elvtr. Co. has installed an electric motor to replace its gasoline engine.

Hoven, S. D.—The Hoven Farmers Elvtr. Co. has bot the elvtr. of the Pacific Elvtr. Co.—Meyers & Stroukel, Tolstoy.

Dalton, S. D.—This company has leased the elvtr. of the Farmers Land, Loan & Grain Co.—South Dakota Grain Co.

Spearfish, S. D.—The Farmers Elvtr. Co. has bot the elvtr. of J. A. Corbin and will operate it with J. L. Arney as mgr.

Wautauga, S. D.—The elvtr. of the Columbia Elvtr. Co. burned recently, the building and about 2,000 bus. of wheat being destroyed. The fire is believed to have been of incendiary origin.

Freeman, S. D.—This company has leased the elvtr. of the Farmers Land, Loan & Grain Co.—South Dakota Grain Co.

Elkton, S. D.—Dan Kelly, formerly mgr. for the Farmers Elvtr. Co. of Buffalo Center, Ia., has engaged in the grain business here.

Tolstoy, S. D.—We have installed a new cleaner in the elvtr. which we purchased from C. M. Jorgensen.—Meyers & Stroukel, W. G. Meyers.

Hecla, S. D.—The Hecla Co-operative Co. contemplates erecting additional storage in the spring. Chas. W. Estee is mgr. for the company.

Salem, S. D.—The Farmers Union Grain & Supply Co. incorporated; capital stock, \$25,000; incorporators, A. J. Cook, pres., Henry Eickman, sec'y-treas. The company has bot and taken possession of the elvtr. of Hoese & Lueth.

Bruce, S. D.—Lars Larson is mgr. for the Farmers Co-operative Co., which recently increased its capital stock to \$25,000. The company has re-painted its elvtr. and contemplates building a new office, coal and machinery sheds and a 20,000-bu. addition to its elvtr. next season.

Brandt, S. D.—This company succeeded the Brandt Farmers Mutual Elvtr. Co. last spring, and we have let contract to T. E. Ibberson for a 40,000-bu. elvtr., the equipment to include a large cleaner, car puller and 20-h. p. engine. Our office will have 3 rooms, providing a sampling room, main office and private office, and a fireproof vault, with a full basement. We will also build a potato warehouse, but have not decided on its size.—Brandt Farmers Elvtr. Co., Lars J. Nesheim, mgr.

SOUTHEAST

Union Springs, Ala.—There is no elvtr. here. One which was contemplated was never built.—X.

Charleston, S. C.—The elvtr. which it was proposed to erect here a year or two ago was not built.—Charleston Chamber of Commerce.

Vaiden, Miss.—L. W. Herring contemplates erecting an elvtr. and milling plant for manufacturing corn meal, wheat flour and mixed live stock feeds.

Anderson, S. C.—There is no elvtr. in operation here at present. The one which was erected some time ago is out of business.—Sec'y, Chamber of Commerce.

Atlanta, Ga.—An elvtr. will be built by the War Dep't at Camp Gordon. Construction work will be in charge of Major J. Norman Pearson, Construction Quartermaster.

Washington, D. C.—The Wilkins-Rogers Mill Co. has completed 6 reinforced concrete storage tanks having a capacity of 30,000 bus. and is now installing additional machinery in its mill.

Richmond, Va.—A meeting of the Grain Exchange was held recently to discuss the matter of moving into more up-to-date quarters, and a majority of the members expressed themselves as in favor of making the change. To do so will require an increase in the dues and membership but local dealers believe that it will be profitable.

Birmingham, Ala.—An attempt was apparently made to rob the safes in the office of the Birmingham Grain Co. Jan. 7, as the knob on each safe was found hampered off the next morning. The safes were not opened, and the police are said to have found no attempt to use an explosive. The thieves gained entrance by means of a skylight and an elevator shaft.

Charleston, W. Va.—The name of this company was changed from the Steele & Payne Co., to Davis, Payne & Co. by action of the board of directors, the change becoming effective Dec. 1, 1917. There is no change in the active management, and H. G. Davis is pres.; A. S. Alexander, vice-pres.; O. F. Payne, treas.; and Alfred H. Lea, sec'y.—Davis, Payne & Co.

Port Wentworth, Ga.—The Port Wentworth Mill & Elevator Co. has been organized and will build an elevator and mill. The plans were prepared by Sprout, Waldron & Co. Fred G. Beckham is president of the company.

TENNESSEE MEMPHIS LETTER.

F. X. Murphy, of the Superior Mixed Feed Co., has applied for membership in the Merchants Exchange.

At the first meeting of the new board of directors of the Merchants Exchange N. S. Graves was re-elected secretary and Walter J. Fransioli assistant.

J. T. Morgan was elected president of the Merchants Exchange at the annual election, held Jan. 12, and N. S. Graves was re-elected secretary and Walter J. Fransioli assistant.

Memphis, Tenn.—L. P. Cook was elected president of the Grain & Hay Ass'n at the annual election held recently. Other officers elected are: J. L. Nessly, vice-president; W. J. Fransioli, secretary-treasurer; G. E. Paterson, Embury E. Anderson, J. T. Morgan and W. A. Hall, directors.

TEXAS

Glazier, Tex.—The Glazier Mill & Elevator Co. has filed a certificate of dissolution.

Nacogdoches, Tex.—The W. T. Wilson Grain Co. has increased its capital stock from \$30,000 to \$50,000.

Honey Grove, Tex.—The Honey Grove Lbr. & Grain Co. has filed notice of dissolution of its incorporation.

San Antonio, Tex.—The firm of W. H. Killingsworth & Co. has discontinued business, having been absorbed by this company.—Blue Star Elevator Co.

Wichita Falls, Tex.—The Wichita Mill & Elevator Co. has increased its capital stock from \$300,000 to \$1,300,000. The company contemplates enlarging its plant.

Mansfield, Tex.—W. T. Hudson is president, G. L. Curry vice-president, and W. H. Bacon secretary and manager of this company, which operates the only elevator at this place.—Mansfield Mill & Elevator Co.

Dallas, Tex.—The matter of erecting a new elevator in this city has been up 2 or 3 times during the past year, but nothing definite has been done about it, and we are of the opinion that nothing will be done in the near future.—Chamber of Commerce & Manufacturers Ass'n, S. D. Hanley, secretary.

Sherman, Tex.—The G. B. R. Smith Mfg. Co. has let contract for additional concrete storage tanks at its plant. There will be 8 tanks, 100 feet high, with combined capacity of 300,000 bushels, and the working capacity of the plant will be 7,000 bushels per hour. The addition will cost \$100,000. Work is to be started not later than Feb. 10.

UTAH

Tremonton, Utah.—The 60,000-bushel elevator for which the Maney Export Co., of Oklahoma City, let contract to the Burrell Engineering & Construction Co., is nearing completion.

WASHINGTON

Downey, Wash.—A. B. Woods is building a 7,000-bushel elevator for handling grain in bulk.

Prescott, Wash.—A 60,000-bushel bulk handling elevator has been built by E. N. McCaw.

Pleasant View, Wash.—A 100,000-bushel bulk handling elevator is being operated here by R. J. Tompkins.

Clyde, Wash.—A local farmers organization is building an elevator at this place for handling grain in bulk.

Waitsburg, Wash.—Farmers in this community contemplate erecting an elevator to handle grain in bulk.

Tacoma, Wash.—The War Dept. is building an elevator to cost \$20,000 at Camp Lewis for use in handling feed for the horses. The building is 80 feet high.

Kahlotus, Wash.—At the recent annual meeting of the Kahlotus Grain & Supply Co. J. A. Steele was re-elected president.

Bolles sta. (Waitsburg p. o.), Wash.—Plans have been drawn for an elevator, which is to be erected here by a farmers organization.

WISCONSIN

Albertville, Wis.—The elevator and potato warehouse of Stark & Co. were burned recently with loss of \$10,000.

MILWAUKEE LETTER.

Sec'y Plumb, of the Chamber of Commerce, issued a notice Jan. 17 to the effect that the Chamber of Commerce will remain open as usual on "Heatless Mondays."

Geo. A. Schroeder, traffic manager of the Chamber of Commerce, and Leonard J. Keefe, of the Updike Grain Co., represented the Chamber of Commerce at the ceremony of the presentation of a stand of colors to the 340th Infantry, National Army, at Camp Custer, Jan. 12.

Prescott B. Stratton, traffic manager for the Donahue-Stratton Co., operators of Elevator "A," died recently. Mr. Stratton was 66 years old, and before becoming associated with the grain business he was engaged in railroading. He was the father of Harry M. Stratton, vice-president of the company.

WYOMING

Worland, Wyo.—Russell Mollohan, who was formerly employed by this company, has not been working for us for some time.—F. C. Ayres Merc. Co., Denver, Colo.

Food Controller Exceeds the Law?

Charges of usurping the powers of price fixing on wheat and sugar were made at the hearing of Herbert Hoover before the Senate investigating committee.

The law does not authorize the President or Hoover to fix the price of wheat as between a grain dealer and a miller, but only on government purchases.

Senator Vardaman drew from Mr. Hoover the fact that he was an engineer and had followed that vocation for some twenty years prior to the outbreak of the war.

"Mr. Hoover, did you feel that your experience as an engineer fitted you for your present work?" the senator asked.

"My Belgian relief experience, I think, fitted me for it," was the answer.

Senator Reed began questioning Mr. Hoover as to what steps he had taken to control wheat and flour. After Mr. Hoover had explained this, Senator Reed suddenly asked:

"Then you usurped powers not given you in the law and fixed wheat prices after you had assured Congress while this law was pending as a bill that it carried no authority for price fixing?"

Hoover admitted that he had so told Congress, but maintained that the steps taken were necessary to stabilize the wheat price.

"Don't you know that such usurpation, in normal times, would be a criminal act?" broke in Senator Reed.

Mr. Hoover ignored the question and continued his defense of the wheat-price fixing.

"The general intent of the law, you'll admit, was to give us authority to stabilize prices, even if specific authority is not contained in the law. Whatever I have done has been done with the approval of the President."

"Yes, of course," retorted Senator Reed, "the President's coat tails are long, his shoulders broad and his position unquestioned, but I'm questioning you on the authority you employed to fix wheat prices."

The Railroad Congestion.

Railroad operating attention now is centered in clearing up the congestion in New York harbor. Instructions have been given not to load box cars with freight for eastern delivery, except in accordance with the provisions of priority order No. 5, or where it is necessary to move food-stuffs for human consumption.

Steps have been taken to deliver box cars to lines west of Chicago and St. Louis to move grain from country to primary elevators. Progress is being made in coaling and loading much of the shipping lying in New York harbor.

A report on the grain held in storage, in freight equipment or in transit to New York shows the New York Central lines have in elevators or boats 1,898,186 bushels, 27 cars on track and 42 cars in transit; the Lehigh Valley 704,000 bushels in storage, 61 cars on track and 455 cars in transit; the Pennsylvania lines 35,973 bushels in storage, and 9 cars in transit; the Erie, 420,059 bushels in storage, 65 cars on track and 29 cars in transit; the Lackawanna, 1,500,000 bushels in storage, 180 cars on track and 448 cars in transit. The grand totals are 4,561,218 bushels of grain in elevator or boats, 333 cars on track and 983 cars in transit.

A majority of the vessels in port must be coaled thru side ports and cannot take on their cargoes until after they receive their coal, as the side ports are below the water line after a heavy cargo is stowed.

Bureaucrats Muddling Business.

At a crowded meeting of merchants held at Liverpool, Eng., convened by the Chamber of Commerce, to consider contemplated legislation in Parliament, protests were made against the continuance of government control.

W. Watson Rutherford, member of parliament, said a sub-committee of the Commercial Committee of the House of Commons had just signed a report on the question, in which they stated that Government control had not secured a continued sufficiency of supplies or conducted to their distribution at reasonable prices. The system was arbitrary in operation, and the fullest use was not made of the experience and knowledge of those engaged in commerce. They also found that the method of selecting advisory committees was faulty. Members of the Commercial Committee had blocked the Bill pending an interview with the Prime Minister.

The Government had been continuously ignoring the merchant, being apparently under the impression that his business consisted almost entirely of speculation and gambling (laughter). As regards meat, fruit, vegetables, leather, tea and butter the sub-committee found that results of bureaucratic control had been depletion of stocks, waste, scarcity and high prices. He was in favor of absolute freedom for all business.

The great fault of public departments was that they were never helpful or creative, but simply restrictive. We had an outbreak of interference, largely Socialistic in tendency, and engineered for vote-catching, and as a result clerks from the House of Commons and undertrappers from the departments were now controlling great businesses formerly conducted by trained and skilled men.

I look for the Grain Dealers Journal with interest each month.—J. Damschen, mgr. Parshall Farmers Co-operative Elevator Co., Parshall, N. D.

Supply Trade

CONTROL of the purchase and distribution of Manila hemp may be taken over by the government.

ST. LOUIS, Mo.—Zelnicker bulletins 230 and 233 are now ready for distribution. Journal readers may have either or both of these bulletins by addressing the company.

ADVERTISING in dealers directories is safest when backed with list matter, as recipients who are anxious to reduce the bulk of their list will not remove list matter.

DECATUR, ILL.—E. P. Stimmel, former manager of the Beall Improvements Co., has formed a new company for the manufacture of a self-contained mill. The office of the new company will be located in the Milliken Bldg.

SEYMOUR, IND.—Dan Morgan, inventor of a steel grain valve, is now employed in the G. H. Anderson elevator in this city. The manufacture and sale of his grain valve will hereafter be handled by the Union Iron Works.

OWENSBORO, KY.—A. S. Johnson, formerly sales manager of the Smith Motor Truck Co., has been appointed general sales manager of the Anglo American Mill Co. to succeed M. E. Rozelle, who will represent the company in the East.

MILWAUKEE, WIS.—C. W. Levalley, founder and chairman of the board of directors of the Chain Belt Co., died suddenly at his home in this city on Jan. 4. Mr. Levalley was also interested in the C. O. Bartlett & Snow Co. of Cleveland.

NEW YORK, N. Y.—Ford, Bacon & Davis, engineers, announce the formation of the Ford, Bacon & Davis Corp., organized for the purpose of conducting a general contracting business. The company has branch offices in New Orleans and San Francisco.

ANNOUNCEMENT has recently come from Montreal that owing to the excessive prices which American cordage companies have been charging harvesters in Canada, a private company has been formed in Vancouver for the manufacture of grain bags and binding twine. The new company is capitalized at \$1,000,000.

NEW YORK, N. Y.—The U. S. Food Administration has established a Mechanical Dept. in connection with its Milling Division, for the purpose of assisting millers in remodeling their mills to make flour of the percentage desired by the Government. J. H. Hammill, of Strong-Scott Mfg. Co. has been appointed manager of the new department.

SCHENECTADY, N. Y.—The calendar being sent to the trade by the General Electric Co. is one of the most attractive received this year. Each of the twelve sheets contains not only the calendar of the present month, but that of the preceding and following month. The company will be glad to send this calendar to Journal readers who write requesting it.

WASHINGTON, D. C.—In view of the fact that considerable of the data in the Rules and Regulations of the War Trade Board, which has been distributed very widely throughout the country, has now been superseded by new rulings and lists, the Division of Information of the Board is preparing a War Trade Manual, which will contain only data in force at the time of publication.

A FULL equipment of Invincible machinery is being installed in the new milling plant which is being erected by the Helix Milling Co., Helix, Ore.

MINNEAPOLIS, MINN.—The T. E. Ibberson Co. is sending to the grain trade a large, well printed poster showing a number of grain and coal elevators built by the company. Portraits of the members of the firm are also shown. This poster would be an attractive addition to the grain elevator office, and Journal readers may have a copy upon request.

THESE are days for the seller of goods. Demand so far exceeds supply of manufactured products, that the seller can dictate terms of the sale. What a golden opportunity then for the oversold manufacturer, assured of his profits for some time to come, to establish his product and institution on an unshakable basis with his trade. Advertising that will standardize the product, and at the same time create good will is an investment that yields returns when in times of trade depression the unstable, unstandardized product is being swept out of existence. Are you Mr. Manufacturer insuring your business?—R. L. Morrell.

JERSEY CITY, N. J.—Tin-roof paint would try a saint sometimes, admits the Jos. Dixon Crucible Co. Tin today is not what it used to be in weight and metal. The acids, gases, and dust in the air, etc., are greater than what it used to be. Or it may be the tin was not properly put in painting condition to receive the paint, according to directions on paint label. There are sometimes failures. Again there are remarkable instances of long service. In their monthly house organ, "Graphite," the Dixon Company reproduces roof testimonial telling of 20 years' paint service. This concern also distributes an illustrated tin roof booklet which will be sent to Journal readers who request it.

THE Universal Grain Code has convinced every shipper of its great toll saving quality. Try it and you will use no other.

Cause of Freight Congestion.

Freight congestion is attributed by Judge Robert S. Lovett, director of priority in transportation, to the agreement between the railroads and the supply departments of army, navy and the shipping board, embodied in Bulletin No. 22, and issued by the Railroad War Board in July, 1917. This is known as the "tag" system, a placard or tag being tacked to the car which is then entitled, without further orders or instructions, to preferential movement to destination. One such tag was attached to every carload of stuff bought for the government and the cars were rushed to destination, arriving before the materials were needed or could be unloaded. The inevitable outcome was congested terminals.

Director of Priority Lovett issued five orders: Of these, Order No. 1, issued August 20, directed the movement of coal to the northwest; Order No. 2, issued Oct. 27, placed certain restrictions on the use of open-top cars; Order No. 3, issued Nov. 2, gave preference to certain coal shipments from Utah and Wyoming mines; Order No. 4, issued Nov. 29, accorded priority to shipments of cattle feedstuffs to the drouth stricken sections of Texas and New Mexico, and Order No. 5, issued Dec. 7, accorded priority to perishable freight, foodstuffs and certain military supplies, to coal, coke and certain war materials.

Changes in Rates

AS shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates.

N. Y. C. in tariff 7370 quotes rates on grain and grain products from its own stations to Savannah, Ga., effective Feb. 1.

B. & O. in Sup. 10 to 13525 quotes rates on grain and grain products from stations on the Valley Railroad of Virginia, to eastern points, effective Feb. 1.

Western Trunk Lines in Sups. 41 and 42 to Circular 1-M gives certain amendments to rules, regulations and exceptions to classifications, effective Feb. 10.

N. Y. C. in Sup. 1 to 7302 quotes rates on grain and grain products from its own stations to Charleston and Georgetown, S. C., Jacksonville, Fla., and Wilmington, N. C., effective Feb. 1.

C. B. & Q. in Sup. 21 to 1346-E quotes rates on grain and grain products between Chicago, Peoria, Quincy, East St. Louis, etc., and stations on its own lines in Illinois, effective Jan. 30.

M. P. in Sup. 1 to 3156-G quotes rates on grain and grain products from points in Missouri, Kansas, Nebraska, Iowa to stations in Oklahoma on its own lines and connections, effective February 8.

C. & N. W. has filed application showing increase of 1c per 100 lbs. in transit privilege charge of Port Washington, Wis., on grain from certain of its own stations in South Dakota and Minnesota to Milwaukee, Wis.

I. C. in Sup. 12 to 7739-B quotes on grain and grain products between Milwaukee, Racine, Racine Junction and Waukesha, Wis., and stations on its own lines in Illinois, Wisconsin, and also Dubuque, Ia., effective Jan. 17.

B. & O. in Sup. 11 to 14649 quotes rates on grain and grain products from points on Baltimore, Cumberland and Shenandoah divisions and branches, to Alexandria, Va., Maryland, Pennsylvania and West Virginia points, effective February 1.

Erie has filed application to increase to annual rate of \$2.50 per \$100 of value (standard short rate table) unless otherwise ordered, in the charge for fire insurance of grain stored in elevators or, without insurance, to be held at owner's risk.

A., T. & S. F. and related lines, in Sup. 57 to 5588-J makes further changes in rates on grain and grain products between points in Missouri, Kansas, Colorado, Oklahoma and Superior, Neb., and Kansas City, St. Joseph, Atchison, Leavenworth, Chicago, Peoria and Mississippi River points, effective Dec. 31.

L. A. Lowrey, agent, in Sup. 7 to No. 20-J, gives local, joint terminal charges, rules and regulations from or to points within the Chicago district on outbound and inbound freight traffic, and rules governing intermediate service on freight traffic passing through the Chicago district, effective Jan. 31.

OUR ADVICES from all over the West state that the farmers are very anxious to dispose of their corn. One dealer writes that he has sixty-two farmers ready to shell, so it is simply a question of cars. The dealers mostly are charging 2c per bushel to load and ship, which is fair, and it is up to the farmer to take the chance of the market until the dealer is in position to buy the corn with a fair degree of safety, as he normally has.—W. H. Perrine & Co.

Federal Trade Commission Investigation of Exchanges.

"Delving into the darkness" is the apt phrase of one Chicago grain receiver in describing the activities of the employees of the Federal Trade Commission and Bureau of Markets at Chicago, in their investigation of the grain exchanges.

The agents of the government have met the heartiest co-operation from the grain men and all of the data requested have been furnished. Assured of the eagerness of the trade to impart information the chief difficulty of the government agents has been to formulate a set of questions to be asked. It was much as if a fisherman sailed into an unknown sea and did not know what size hooks to use, whether he would catch minnows or whales, or whether there really were any fish in that pond. Following is the questionnaire, showing the character of the information compiled, which probably will be published in a condensed summary with such conclusions as the Federal Trade Commission may derive:

To the Members of the Chicago Board of Trade:

Pursuant to the order of the President requiring the Federal Trade Commission to investigate food production, costs, prices and control, you are hereby requested to answer the following questions:

In replying to each question, the number and question should be given in full before the answer which is made, in order to enable ready identification.

(1) Name and address of corporation, firm or individual.

(2) Character of business. If engaged in more than one phase of the grain business, specify each kind in the order of importance, viz.: Line house, terminal elevator, commission house, pit trader, or any other line engaged in.

(3) Capital stock, common and preferred, issued and outstanding, as of August 1, 1917.

Number of shares. Par value.

(4) Name and address of each stockholder and number of shares, and par value of stock held by each at last closing of stock books (give date). Note.—If the concern answering is not incorporated, give names and addresses of each person owning an interest in the business, together with the proportion owned by each party.

(5) Amount of bonds outstanding August 1, 1917, together with rate of interest on each class of such obligations.

(6) Maximum amount of money borrowed at any one time, other than by the use of bonds, during each year, 1913-1917.

(7) a. Names and addresses of the five principal lenders of such borrowed funds during each of these years, with the character of lenders' business.

(7) b. State principal sources of funds other than the lenders enumerated in a general way, i. e., whether borrowed from bank brokers or other sources.

(8) Number of shares or other voting securities held in other companies such as other grain concerns, mills, elevators, etc., as of July 1, 1917, stating name and address of each company, par value of securities held in each, percentage of control represented.

(9) Names and addresses of elevator or railroad companies, commission houses, or banks, in which any officer or director has held office since July 1, 1913, with dates of such office holding. (Incorporated companies are required to answer this question for each person holding any financial interest in its business.)

(10) Number of memberships and seats owned or controlled on each and every grain or produce exchange, both in the United States and other countries, specifying the number of memberships held or controlled on each exchange and in whose name held, as of the first of July in each year, 1913-1917.

(11) Totals by years, July 1, 1913, to June 30, 1917, inclusive, of all futures or options bought or sold on the Chicago Board of Trade in bushels.

(12) Totals by years, July 1, 1913, to June 30, 1917, inclusive, of all futures or options bought or sold on other grain exchanges.

(13) Totals by years, July 1, 1913, to June 30, 1917, of all purely speculative

transactions in futures or options in bushels, i. e., transactions which were not necessary for the purpose of hedging actual grain. (If not known, kindly estimate.)

(14) Per cent of your country shippers that customarily hedge their purchases. (If not known, kindly estimate.)

(15) What per cent of your cash and future sales are made direct to consuming buyers, i. e., mills, feeders, brewers, distillers, etc., and what per cent to other grain handlers and grain merchants.

(16) Number of traveling solicitors employed each year, 1913 to 1916, inclusive, and their annual expense (salary and traveling expenses).

(17) Per cent of total cash grain handled representing (a) consignments, commission and brokerage business; (b) "to arrive" purchases; (c) "on track" purchases; (d) other direct purchases, during each year, July 1, 1913, to June 30, 1917, inclusive.

I FEEL lost without the Grain Dealers Journal.—Joe Nichols, Wichita, Kan.

THE FEEDING of oats on the farms has practically stopped, everything being fed corn. Farmers are selling more freely, as from 70c to 77c is certainly an attractive price and is very near the same basis per 100 lbs. as corn. Country elevators are full, and some day the markets will be flooded with oats. They are the only speculative market that is having a full swing. Higher prices may come, but is the risk worth the chance? We doubt it and advise our customers to secure their profits while they can. There has been a good export business doing, but the totals are not large, the principal difficulty being to get what is bought delivered to the seaboard. Some oats sold in September are still in store awaiting shipment. We have been bullish on oats for some time, but do not believe in carrying them further.—W. H. Perrine & Co.

Trouble's Here Trouble's Ahead

for the grain dealer who has no

HESS DRIER

We can save you a lot of this trouble, and do it quick—
Ask us.

HESS WARMING & VENTILATING CO.

907 Tacoma Building, CHICAGO

A Hess OUT-DOOR CONDITIONER is the next best thing if you can't place a Drier.
It requires no power nor space in the elevator.

Patents Granted

1,252,200. Machine for Stringing Seed Corn. Reinert Thompson, Wautoma, Wis. This is a device for stringing or weaving ear seed corn for drying. Two sets of threads or strings are used, the method for binding the ears being clearly shown in the illustration.

1,251,573. Grain Drier. Peter Provost, Milwaukee, Wis. Grain is fed into a casing equipped with baffle and heated air is circulated through it. Above the casing is a horizontal rotary plate which delivers grain to the central portion of the plate, thence into the casing. The plate is heated from underneath.

1,252,603. Grain-Tight Closure for Box Cars. Irving Melcher, Minneapolis, Minn. This is a permanent fixture, hinged to the door post to swing in against the side of the car. Two leaves, hinged to each other and the top of the frame, are designed to swing outwardly for emptying the car. Means are provided for keeping the leaves open while the grain is being removed.

1,251,735. Bean Sorter. Joseph B. Bannon and Nafe C. Rhodes, Grawn, Mich. Beans are fed into the hopper and delivered to an endless carrier in the frame, which consists of spaced longitudinal strands, with rods extending in a transverse direction, and flexible connections between rods and strands. The rods pierce the free edges of the flexible material to bind the strand between the rods and the material. Means are provided for operating the carrier.

1,252,760. Car Door Seal. Memory G. Wright, Pinehill, Tex. A strip of metal forms the body portion of the seal with a side wing extending from one end and bent to provide a pocket, the latter provided with inner and outer walls, the inner wall having a longitudinally extending opening and the outer wall a transversely extending slot. A tongue extends from the side wing to a housing which it holds in place. The second end of the body is provided with a longitudinally extending slot and a locking strip slitted to provide fingers, one being bent to provide a hook extending through the slot of the second end of the body and fitting into the longitudinally extending slot of the inner wall of the pocket, the second passing thru the outer wall of the pocket, the free end being bent back upon itself when the second tongue is fitted into the slot of the outer wall of the pocket.

1,253,160. Grain Car Door. Egbert O. Doak, Canastota, S. D. This grain door is hinged to hangers operating on a track plate on which the door moves back and forth. The door is adapted to close the opening and swing out before it is moved back completely to clear the door opening. Arms are attached to the car below the doorway, with retaining members pivotally attached to each arm and normally disposed in the path of the movement of the door, also, means of limiting the outward movement of this member, but permitting unrestricted forward movement.

1,253,081. Automatic Weighing Apparatus. Jolly L. Morris, Crafton, Pa. This apparatus is used in combination with a bin having a discharge opening, the scale having a yoke extending around the bin and pivotally connected thereto and a platform also pivotally connected with the yoke. A cut-off valve operates in the discharge spout. A horizontal rod connects with the cut-off valve and a vertically operating rod connects one end of the bin to the yoke. Means are provided for making the operating rods work co-operatively so that the movement of one rod will produce a relative movement of the other rod.

1,251,680. Compensator for Automatic Weighing Machines. Edwin H. Messiter, Brooklyn, N. Y., assignor to Electric Weighing Co., New York City. This is an attachment for determining and recording the load carried by a conveyor belt. It comprises a scale beam with means interposed for affecting the beam in proportion to the load carried by the belt, including a pivoted member exerting a variable force and automatically compensating for the tension in the belt. A weighted arm extends above the scale beam pivot. The scale beam is oppositely influenced by a load bearing and an unloaded section of the belt. The weighted arm is connected with scale beam pivot is vertical when the scale is balanced and adapted to swing to one side or the other, exerting an influence on the beam in opposition to the belt tension when the load on the belt is carried to unbalance the beam in one direction or the other, and is equipped with automatic registering mechanism.

CORN NOW on the farms or in the country must be moved within the next few weeks if deterioration shall be prevented. After a conference between Food Administrator Hoover and Representative McCormick, of Illinois, the situation was laid before Director General McAdoo, with the suggestion that an executive experienced in handling corn be appointed to devote all his time to the movement of the crop.

Grain Carriers

BARGES NOW under construction for use on the Erie Canal have capacity of several times the tonnage of the old boats and rates should be lower soon.

THIRTY TONS of wheat were lost in a freight wreck on the Toledo & Ohio Central Railroad near Bowling Green, O. Part of it was salvaged and will be used for feed.

TO RELIEVE railroad congestion Senator Nelson introduced in the Senate a bill making it mandatory that all cars be unloaded and released within seven days after arrival.

TO RELEASE CARS at terminals the Lehigh Valley Jan. 19 asked the Interstate Commission for authority to unload freight not unloaded by consignees at the end of two days' free time.

CHICAGO GRAIN shippers Jan. 12, were ordered to cease loading cars for the east for a few days, and to turn empties over to western lines. That action was almost nil in its effects because of the storm.

SHIPMENT of all commodities in box cars from Columbus, O., to eastern points has been prohibited by all railroads. The embargo will continue until eastern terminals have been cleared of the existing congestion.

SUIT to recover \$18,017 has been brought by the Montana Elevator Co., against the Chicago, Milwaukee & St. Paul Railroad, that being the value of grain alleged to have been lost in transit from April, 1915, to June, 1917.

ALL ROADS entering New York are now under embargo which will not be modified until the present congestion is relieved. There is said to be little grain held in that port in cars, so grain cannot be charged with responsibility for the delay.

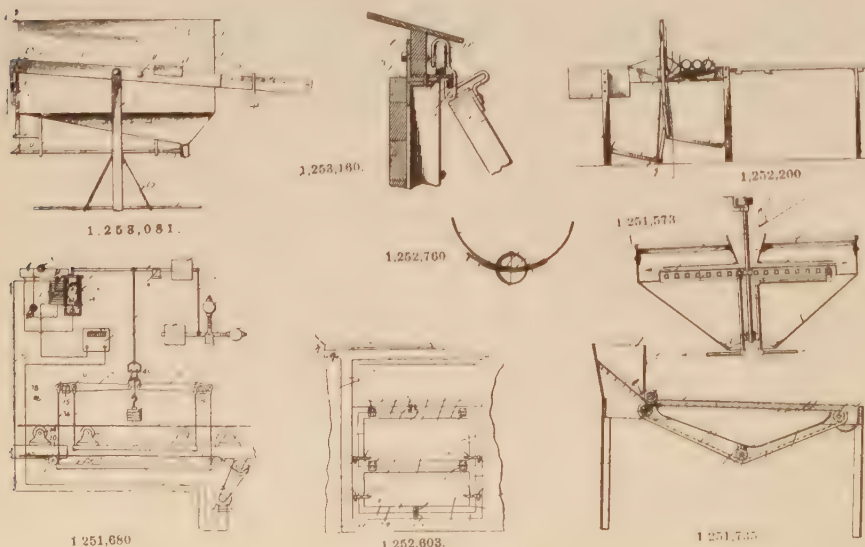
ALL STATE railway rate laws and regulations are to remain in full force and effect during the government's control of railways, said McAdoo, Jan. 16, to a delegation representing the National Ass'n of Railway and Utilities Commissioners.

FURTHER evidence to show whether or not the 1917 corn crop should be given priority in the distribution of cars was taken by the Nebraska Railroad Commission Jan. 18. The Commission is formulating rules to govern the distribution of grain cars.

Almost as much railroad mileage was abandoned or torn up and sold for junk during 1917, because its operation was unprofitable, as there were miles of new railroad constructed. This is the first time such a record was made in the history of railroading in the United States.

"REMOVE freight from depot or car immediately upon arrival," is the plea of Railroad Director McAdoo. The week beginning Jan. 14 was set aside as Freight Moving Week, but the general storms thruout the country resulted in an increase instead of a relief of the congestion.

AN EMBARGO on the shipment of phosphate rock to points north of Norfolk, Va., has been declared and fertilizer plants are facing the prospects of shutting down at a time when fertilizers are more greatly needed than ever before. It might be well to let the shoe pinch at some other point.



COMPLAINT of the Omaha Grain Exchange against the Union Pacific, Rock Island and Minneapolis & Omaha Railroads in which it asked for a reduction of $\frac{1}{4}$ c for corn in carload lots and $\frac{1}{8}$ c for wheat, to cover shrinkage in transit, has been heard by the Nebraska State Railway Commission.

SHIPPERS awarded reparation by the Interstate Commerce Commission may recover without proving actual damage, or that they had not shifted the burden to consumers. This was the decision of the lower Federal Courts and has been upheld by the Supreme Court and the principle put into operation.

DESPERATE efforts have been made to clear up congestion at New York and other Atlantic coast ports. It is feared an embargo on the movement of non-essential freights to the east will be imposed unless greater progress is made in relieving the railroad situation on the North Atlantic Seaboard.

GEO. W. ANDERSON, author of the Wilson administration's railroad control bill, declared to the House com'te on interstate and foreign commerce, Jan. 9, that the purpose of the Wilson administration is to perpetuate federal government ownership after the war. He objected to any clause in the bill to provide for the return of the properties to the owners at any definite date after the war. His reason for continuing government ownership was that otherwise there would be an opportunity for speculation in railroad stocks.

HERE IS ONE thing that is causing the shortage of cars in the west: Because of the shortage of ships there are 40,000 carloads of munitions and supplies for the allied nations awaiting shipment at six north Atlantic ports. It will take 300 ships to move this and there are thousands of cars of other supplies that have been held back from the ports because of this congestion. There is little hope of any immediate increase in the number of ships, so it doubtless will be some time before these cars can be released.—W. H. Perrine & Co.

WATER TRANSPORTATION in the United States for years has been almost a thing of the past. It has been effectively discouraged. There is a demand now for barges and tow boats. To revive traffic on the lower Mississippi River, St. Louis to New Orleans, Congress has been asked by a joint com'te, representing St. Louis, Memphis and New Orleans, to appropriate \$13,500,000 to be used in building 16 tow boats and 200 wooden barges for use on the lower Mississippi. An appropriation of \$3,360,000 already has been made for boats and barges for the upper Mississippi River traffic.

RAILROADS have been instructed by the Interstate Commerce Commission to file tariffs on one day's notice and without formal hearing showing demurrage charges which conform to the rates and rules prescribed by Director McAdoo. Shippers and receivers of freight are given two days (48 hours) free time to load or unload, one day's free time (24 hours) on cars held for any other purpose sanctioned by tariff. Demurrage rates are \$3 for the first day and \$1 additional for each subsequent day's delay until a maximum charge of \$10 is reached, the charge thereafter to be \$10 a day. No changes are made in the rates and rules and regulation on foreign export freight awaiting ships at export points.

RAILROADS operating south of Nashville, Tenn., have filed application with the Interstate Commerce Commission for permission to advance rates on grain and grain products from Louisville to New Orleans, Gulfport, Mobile and Pensacola proper and for export, also to other points in the lower Mississippi Valley, eight-tenths (.8) cents per hundred lbs. This advance, if granted, will serve to equalize rates between eastern and western north and south routes to the gulf coast country.

FREEDPORT, ILL.—The suit of the B. P. Hill Grain Co. against the Illinois Central Railroad Co., involving the loss of a carload of grain which was wrecked and did not reach its destination, has come up for rehearing in circuit court. It is alleged that the railroad company failed to notify the B. P. Hill Grain Co. that the car had been wrecked, and that it was forced to purchase another car of grain, at an advanced price, to fill the original sale, and the plaintiff seeks to recover the extra sum paid for the grain.

SHIPPERS of grain at South Dakota points are entitled to ship thru Omaha and carriers cannot lawfully withhold such shipments indefinitely at Sioux City or any other intermediate point to await foreign cars to which the contents may be transferred. This is the substance of the Interstate Commerce Commission's opinion No. 4870, in the case of the Omaha Grain Exchange vs. the Great Northern Railway Co. The carrier is given until Feb. 15 in which to cease publication and enforcement of its rule prohibiting its cars loaded with grain at South Dakota stations to move thru Omaha under its published rates with the C. B. & Q.

REPEAL of the federal grain grading act is planned by the Minnesota delegation in Congress. Aggressive action is contemplated by Congressmen Volstead, Knutson, Steenerson and Anderson of Minnesota, Norton and Young of North Dakota, and Dillon and Johnson of South Dakota, who recently were in conference to consider the demands of their constituents. Warehouse Commissioner O. P. B. Jacobson of Minnesota, who attended, declared that the classifications are so highly technical as to puzzle trained inspectors, and are Greek to the average elevator man and country buyer.

Shipping Information.

Close, intelligent co-operation with the railroads is urged upon every shipper and receiver of grain.

All cars should be loaded (to journal capacity) and emptied as soon as practicable after they are received.

Explicit instruction should be given for delivery. If possible the name of the line making delivery in large cities should be mentioned on the B/L and the consignee should be promptly notified. Time may be saved in this way.

Routing instructions may be given and many times it will be an operating advantage for shipper to route the car, but the railroads are not required to observe the instructions.

Under the ruling of the Interstate Commerce Commission shippers are entitled to the lowest thru or combination rate and their rights will not be endangered in any way by the change in railroad management.

It is wise to bill all grain direct to the market where delivery is to be made. It is probable that under the new railroad administration freight will be diverted from the large centers. A car of grain intended for Chicago and billed, "New York, notify Chicago," might be carried directly to New York. It is the announced intention of the Railroad Director to use the shortest routes. Be explicit in billing.

Presumably the west is to have more box cars for the shipment of grain. Country shippers should file orders immediately for such cars as they will need to move grain in the elevator or ship that which farmers wish to sell and for which there is no room in the elevator. File requisitions with the station agent and ask him to transmit them by wire to the car distributor or division superintendent.

Under the terms of Priority Order No. 5 food and feed is placed in second class in the matter of preference in car supply, coal being placed in first class. Box cars are not ordinarily used for coal so shippers of grain, foods, feeds and perishables have first call. When box cars suitable for the shipment of foods are loaded with other commodities the circumstance should be reported by the grain shipper if such other shipment interfered with the movement of food or feeds.

A Trial Order

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar Fifty-five Cents.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

Use Un'versal Grain Code and Reduce Your Tolls.

Supreme Court Decisions

Going Between Standing Cars Not Negligence.—Where a factory had buildings located on both sides of a switch track, and employees had, for ten years, been crawling under, going between and moving cars out of the way, an employee cannot be held guilty of contributory negligence in going between standing cars to move them after his superior had told him the switching engine which used the switch five or six times each day was not in sight, and was injured by reason of a car, making a flying switch with no one in control, running into the stationary cars.—*Wilkinson v. Southern Ry. Co.* Supreme Court of North Carolina. 94 S. E. 521.

Seed Warranty.—The evidence sustains a finding of the jury that in the course of negotiations with the plaintiffs the vice-president and general manager of the defendant corporation made an oral warranty of the germinating power of seed-wheat sold them; and the effect of such warranty was not as a matter of law annulled by printed disclaimers of warranty in the letter of confirmation, invoice and shipping tags, though the contract was oral and within the statute of frauds. The vice-president and general manager of the defendant, who had general charge of its office and plant, had authority to bind it by a warranty, though the making of warranties on the sale of seed-grain was contrary to the custom of the trade.—*Moorhead v. Minneapolis Seed Co.* Supreme Court of Minnesota. 165 N. W. 484.

Liability of Initial Carrier.—If goods arrived over the initial and connecting line in proper condition and were so delivered to the final carrier, which transported them in safety to the destination and held them there for a reasonable time for delivery to the consignee, its liability thereafter ceased as a carrier, and it was liable only as a warehouseman, and no negligence thereafter could be charged to the initial or connecting carrier. If the final carrier by its negligence caused loss of goods at the destination before reasonable time for delivery to the consignee has elapsed, the initial carrier is liable under the Carmack Amendment (Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 595 [U. S. Comp. St. 1916, §§ 8604a, 8604aa]) for such loss though an intermediate connecting carrier is not.—*Adams Seed Co. v. Chicago Great Western R. Co.* Supreme Court of Iowa. 165 N. W. 367.

Injury While Clearing Choked Elevator Leg.—An elevator in defendant's mill conveying cake meal from a lower to an upper floor was driven by a band and pulley connected with the main shaft of the operating machinery. As shown by plaintiff's evidence, it sometimes became choked, and on such occasions the belt would be thrown from the pulley, making it necessary to replace it before the elevator would start. On one such occasion plaintiff was removing the excess feed which choked the elevator when it started, injuring him. An examination disclosed that the set screws designed to hold the pulley to the shaft had become loosened, permitting the shaft to revolve within the pulley, so that the belt was not thrown off as on other occasions. Plaintiff testified that his position was to look after the cake meal and keep the belts in repair, and that he had nothing to do with the pulleys or shafting. Held, that there was a case for the jury both under the principle of *res ipsa loquitur*, and because of plaintiff's direct testimony that the cause of the unusual movement of the elevator was that the set screws had become loosened.—*Nixon v. Buckeye Cotton Oil Co.* Supreme Court of North Carolina. 94 S. E. 410.

Title Under B/L.—In the absence of special agreement, the purchaser of a time draft with B/L attached acquires title to the property described in the B/L, conditional upon acceptance of the draft by the drawee, not upon the ultimate payment of such draft.—*Helburn Thompson Co. v. All Americas Merc. Co.* Supreme Court of New York. 167 N. Y. Supp. 711.

Demurrage.—In the absence of anything in a tariff of demurrage charges, or the statute under which it is issued requiring the carrier to give notice of arrival of cars, absence of such notice does not affect time when demurrage charges commence, notwithstanding notices are usually given on the day of arrival, as matter of courtesy or custom. The Interstate Commerce Commission, and not the court, is the tribunal to which complaint should be made of any unreasonableness in a local tariff of demurrage charges filed with it.—*C. & O. Coal & Coke Co. v. T. & O. C. Ry. Co.* U. S. Circuit Court of Appeals. 245 Fed. 917.

Weight Certificates Subject to Proof.—When hay, shipped to a commission merchant to be sold for the shipper, is reweighed at the point of destination by a weighing association, not shown to be authorized by statute to do public weighing, and a controversy arises between the shipper and the consignee concerning the weights, the scale tickets of the weighing association are not admissible in evidence as tending to show such weights, unless such tickets are identified and their correctness shown by competent testimony.—*Oklahoma Hay & Grain Co. v. T. D. Randall & Co.* Supreme Court of Oklahoma. 168 Pac. 1012.

Tariff Provision.—Defendant has a line of railway which extends from Linton, N. D., through Strasburg, N. D., to Minneapolis, Minn. Its published tariff filed with the Interstate Commerce Commission names 17 cents per 100 pounds as the rate for carrying wheat from Strasburg to Minneapolis, and 16 cents per 100 pounds as the rate for carrying wheat from Linton, the next more distant station, to Minneapolis. The tariff also provides: "Between stations on the C., M. & St. P. Ry. rates to and from intermediate stations will be the same as shown to or from the next more distant station to or from which rates are named." Held, that this provision applies only to shipping points, to or from which a specific rate is not named and which are intermediate between stations to or from which a specific rate is named, and does not apply to Strasburg, and that the legal rate for shipments from Strasburg is the specific rate named therefor.—*Reliance Elevator Co. v. C., M. & St. P. R. Co.* Supreme Court of Minnesota. 165 N. W. 867.

Insurance.—Where the insurer's secretary inspected a flour mill and saw an auxiliary gasoline engine in operation, and several months thereafter received an application stating that the mill was run by "water," and then stated to the insured that an additional rate was chargeable if gasoline power was employed, and the insured, knowing of the difference in rates, remitted the premium chargeable if water power only was used, and thereafter the storage of fuel gasoline enlarged the risk, the application was not accepted with knowledge that the conditions were not as they were represented to be, and in an action on the policy the insurer was entitled to a directed verdict. In such case the insurer was warranted in inferring, from the application and from the payment of the lower premium rate, based on use of water power alone, that only water power was used, and that the use of the auxiliary gasoline engine which was in operation when the insurer's secretary had visited the mill for inspection had been abandoned, and was not estopped from setting up the breach of warranty of the truth of the answers made in the application.—*Corbin v. Millers Mutual Fire Ins. Co. of Harrisburg.* Supreme Court of Pennsylvania. 102 S. Atl. 425.

Feedstuffs

BASIN, WYO.—The plant of the Basin Alfalfa Milling Co., destroyed by fire Sept. 4, 1917, will be rebuilt the coming spring. R. R. Denny is manager.

ROANOKE, VA.—A warehouse 60x100 feet will be built by the Roanoke Seed & Supply Co., and used for manufacturing and storing horse, dairy and chicken feeds.

DOVER, DEL.—Articles of incorporation have been filed by the Alfalfa Mfg. Co., with capital of \$200,000, which has been chartered to grow alfalfa, wheat, oats, etc. Arthur W. Britton and others of New York are named as incorporators.

THE NEWLY organized Interstate Cottonseed Dealer's Ass'n has members in nearly all of the larger cotton producing states of the south, including Tennessee, Mississippi, Arkansas, Missouri, Georgia, Alabama and Oklahoma. A. C. Westervelt, of Memphis, was elected pres.

THE ANNUAL CONVENTION of the Mutual Millers & Feed Dealers' Ass'n, in which millers and feed dealers of New York and Pennsylvania hold membership, was held at Buffalo on Friday, Jan. 25. John R. Mulkie, Union City, Pa., is pres. and A. B. Archer, Conewango, N. Y., is secy.

BLATCHFORD'S CALF MEAL FACTORY, Waukegan, Ill., has filed under the ten year proviso an illustrated Maltese cross with certain lettering thereon, as a particular description of its calf, pig, lamb and dairy meals, each of which is a compound ground feed, as a trade mark. Usage is claimed since 1882.

WATHENA, KAN.—The Farmers Alfalfa Milling Co. has been incorporated under the laws of New Jersey. It is associated with the Triangle Milling Co., of Kansas City, the Golden Belt Grain Milling Co., East St. Louis, Ill., the Clover Leaf Milling Co., Buffalo, N. Y., and the Arcady Farm Mills Co., Chicago.

RECEIPTS of cottonseed at mills in the United States, Aug. 1 to Dec. 31, 1917, aggregated 3,172,252 tons. The quantity crushed during that period was 2,117,187 tons, leaving on hand at the mills 1,088,992 tons. Cake and meal on hand Aug. 1, was 92,540 tons, produced, 1,012,987 tons, shipped, 1,017,034 tons, on hand Dec. 31, 88,493 tons; hulls on hand Aug. 1, 56,016 tons, produced 488,722 tons, shipped out, 423,080 tons, on hand Dec. 31, 116,658 tons.

Exports of Feedstuffs.

Exports of feeding stuffs for October, 1917, with comparative figures for the corresponding month in 1916 and totals for ten months of the last two calendar years as reported by the Bureau of Domestic and Foreign Commerce, are here given:

	October, 1917.	October, 1916.	9 mos. ending Oct. 1917.	9 mos. ending Oct. 1916.
Bran & middlings, tons	234	339	5,397	5,166
Dr. grains & mil sp'ts, tons	140	157	932	1,566
Mill feed, tons	570	5,309	18,665	34,957
Corn oil cake, lbs.	17,300	2,411,000	5,501,211	16,876,098
Ctn'sd cake, lbs.	4,708,800	110,335,177	279,427,625	821,966,922
Ctn'sd meal, lbs.	4,131,888	13,201,080	107,624,090	150,218,098
Lins'd cake, lbs.	28,515,299	77,150,547
Lins'd meal, lbs.	6,335,897	10,055,710

A FINE of \$200 was imposed by Judge Landis on H. C. Knoke & Co., Chicago, for furnishing poultry feed not containing all the cereals shown on the brand.

HARTMAN, COLO.—A third unsuccessful attempt was made to burn the plant of the Denver Alfalfa Milling & Products Co. E. J. Keene, a homesteader living near the mill, was arrested accused of acting as lookout for two others who were trying to set fire to the plant. When discovered Keene is said to have run away and to have eluded H. M. Green, manager of the plant, who pursued him. Bloodhounds were employed to trace the fugitive and he was arrested the next day at his boarding house.

Feed Men to Be Licensed.

By proclamation of Jan. 10, President Wilson authorizes the licensing of all engaged in the manufacture and sale of feeds, in malting barley or other grains and in handling many products used in the manufacture of feeds, foods and fertilizers. This proclamation is issued in conformity with the provisions of the "Food Control Law," (H. R. 4961).

The proclamation is made applicable in this way:

(1) All persons, firms, corporations and ass'ns engaged in the business of

(a) Importing, manufacturing (including mixing and processing of all kinds), storing or distributing any commercial mixed feeds (including dairy, feeds, horse and mule feeds, stock feeds, hog feeds, and poultry feeds);

(b) Manufacturing feeds from any of the following commodities or importing, storing or distributing any of the following commodities as feeds or feed ingredients: Buckwheat, kafir, milo, feterita, broom-corn, cane seed, spelt, emmer, millet, sunflower seed, grain and seed screenings, lentil, linseed-oil cake, linseed-oil meal, beans, peas, dried brewers' grains, dried distillers' grains, dried yeast grains, malt sprouts, baled hay, baled alfalfa, baled straw, animal or fish products or by-products, tankage;

(c) Importing, manufacturing, storing or distributing as feed any products or by-products of any of the following commodities except products or by-products whose importation, manufacture, storage or distribution is already covered by license held by any such person, firm, corporation or ass'n: Shelled corn, ear corn, oats, barley, wheat, rye, buckwheat, sorghum, grains, rice, grain and seed screenings, soya beans, velvet beans, peas, peanuts, corpa, palm nut, palm kernel, sugar beets, sugar cane, hay, alfalfa straw.

(2) All persons, firms, corporations and ass'ns engaged in the business of malting barley or other grains, or in the business of storing or distributing malt, except brewers of malt liquor who do not malt their own grain.

(3) All persons, firms, corporations and ass'ns engaged in the business of importing, manufacturing or distributing corpa, palm kernels, palm kernel oil and peanuts.

Five other classes are named to whom the proclamation is addressed.

By licensing feed dealers the Food Administration hopes to do away with hoarding of feeds and to stabilize prices, particularly of dairy and stock feeds. This action was taken on the advice of leading men in the feed trade, who recently met in Washington and suggested by resolution that the Food Administration place all straight and mixed feeding stuffs manufacturers and distributors under license, and appointed a war service com'tee of 49 men, representing various producing states and sections, to aid the Food Administration in dealing with the situation. The new regulations must be observed by all handling baled hay, shelled and ear corn and many other important products used for feed or as ingredients of mixed feeds. The chief exceptions are millers who produce bran and who already are under license.

Failure to secure license by Feb. 15 may

be punished by fine of not exceeding \$5,000, or by imprisonment of not more than one year, or both. All applications for license should be addressed to the United States Food Administration, License Division, Washington, D. C., and should specify the nature of the business to be licensed.

Sweet Feed Dealers Meet.

A well attended meeting of the members of the Sweet Feed Manufacturers' Ass'n was held in St. Louis, Dec. 29, with Pres. J. B. Edgar in the chair. In opening the convention Pres. Edgar declared the day of doubt and fear in the minds of business men engaged in the same industry is fast disappearing.

The members in attendance were electrified by J. W. Anderson, chairman of the Co-operative Advertising Com'tee who declared stockmen who were feeding whole grains were wasting 300 lbs. to 600 lbs. of each ton fed, which he said could be saved for other domestic use or for export by using sweet feed products. In a test feeding of mules and horses at Fort Oglethorp, Ga., animals feed on sweet feeds, though used under trying conditions, gained in weight and were in better condition at the end of the test than those fed on whole grain.

An emblem, "The Pilot Wheel," was adopted and will be used by the members on certain brands of sweet feeds. Before a feed manufacturer will be permitted to use the emblem he must prove up on the quality of his product and the requirements will be rigid. The organization plans to continue its advertising work and to project sweet feeds into new channels. The object of the trade extension work undertaken is to acquaint the owners of 30,000,000 mules and horses in the United States of the value of sweet feeds.

Who is the Gambler?

The food gambler in the past has recognized neither God, man, nor the Kaiser, and it is certainly a pleasure now to see him get down on all fours for Herbert Hoover.—From *Weekly Bulletin No. 19 of U. S. Food Administration*.

It is easy to set up straw men and punch them full of holes, but is it fair to food merchants who deal squarely?

General charges which omit the names of the offenders may answer the purpose of agitators, but carry no conviction to the public mind. If any food dealer is known to be guilty, he alone should be charged with wrongdoing, not suspicion cast upon all dealers.

Books Received

ORIGIN — PLAN — PURPOSE, of the American Trade Acceptance Council is set forth in a neatly printed 8-page folder issued from headquarters in the Woolworth Building, New York.

STEPS TO VICTORY.—The Mechanics & Metals National Bank of New York, the president of which, Gates W. McGarrah, is also president of the New York Clearing House, has prepared a booklet which is being sent to banks and business organizations throughout the country, outlining a plan for converting non-essential industries of the nation to a war basis on a gradual instead of a drastic scale. The bank takes sides against the policy that is being agitated of complete self-denial on the part of the American people. It points out that war expenses of 1918 will equal not more than 30 per cent of the American people's income. A copy of the booklet will be sent on request.

THERE are other publications, but there is only one

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Code supplement for U. S. wheat and corn grades supplied free with each copy.

Extra copy of the grade supplement sent free upon receipt of 2 ct. stamp.

GRAIN DEALERS JOURNAL
305 So. La Salle Street, Chicago, Ill.

U. S. Control of Railroad Operation.

At noon, December 29, direction of railroad operation was taken over by President Wilson on behalf of the nation and placed in charge of the Hon. William G. McAdoo, secretary of the treasury. In this manner the "possession, control, operation and utilization" of all railroads and their equipment and facilities was vested in the government for the period of the war and "until Congress shall thereafter order otherwise."

The railroads were and are in a deplorable condition. The volume of traffic is the greatest in the history of the nation. The necessary equipment and terminals have not been provided to handle the increased tonnage. Some of the lines in greatest need of new facilities were unable to finance their purchase; other roads, able to pay for what they needed, could not secure delivery.

While in this condition the transportation lines were buried under an avalanche of tonnage, the movement of which was complicated by innumerable "priority" orders and red tag shipments, which added greatly to the congestion and delay at terminal and junction points. Operation of the lines east of Chicago and north of the Ohio river had been pooled and was directed by the hard worked members of the Railroad War Board. Greater efficiency was secured in this way, but some of the railroads carried non-profitable freight almost exclusively, while others handled traffic on which there was a good margin of profit. This was the outcome despite the efforts of the Railroad War Board to be fair and impartial.

Shortage of ocean tonnage and meager warehouse facilities at ports of embarkment helped to increase the unprecedented congestion at the eastern seaboard. Through this labyrinth of delayed shipping the railroad operators endeavored to rush cars to which the army, the navy, the Food Administration or the shipping board had issued priority rights.

On the western seaboard conditions were almost as bad. Seattle accumulated 300,000 tons of freight and San Francisco 200,000 tons in excess of the carrying capacity of the Pacific steamship lines.

Under government direction of operation all railroad facilities will be employed as a unit, freight will be moved by the most direct route and motive power and rolling stock regardless of ownership employed where it is most needed. Traffic officials believe the unit plan of operation will help to clear up the freight congestion. The power to bring that much desired condition has been bestowed, the ability to do it must be developed.

On Jan. 4 the President appeared before Congress, explained his action and asked for an appropriation sufficiently large to enable Director McAdoo to provide such additional facilities as may be required to handle the country's traffic in war times.

Measures have been introduced in both house and senate to appropriate \$500,000,000 which is made available to create such additional facilities as may be needed. A part of this appropriation may be used, if required, to make up any deficiency in earnings, the railroads being guaranteed the same income from earnings they have received during the last three years.

Director General McAdoo is given power to increase rates, on either freight or passenger traffic, or both. This part of

the work doubtless will be entrusted to the Interstate Commerce Commission.

Passenger traffic will be discouraged by running fewer trains and giving poorer accommodations.

Priority privileges have been abolished. A determined effort is being made to clean up on the basis of getting the freight through to destination and releasing the cars. Just now the fight is for room in the railroad yards in which the greater fight for efficient operation may be made.

Highly Important: It is most important for the shipping public to realize that the government has not taken over the railroads and will not operate them. The government has given the railroads a new boss and that boss will have a deep pocket well filled. The roads will be operated as a unit of transportation under the immediate supervision of officers now in charge and by the men who now are doing the work.

In a big way the country has been reassured by this act of the President. Shrinkage in railroad securities was effectively stopped and that means much for the business and financial interests of the nation. Dividends on railroad stocks are guaranteed while the roads remain under the direction of the government.

Close, whole hearted, intelligent co-operation is urged upon all shippers and receivers of freight as well as those who are instrumental in its transportation. A real and a big success for the railroads will come from the harmonious working together of all.

Annual Statement Mill Owners Mutual of Iowa.

A substantial growth is shown in the forty-third annual report of the Mill Owners Mutual Fire Insurance Co. of Iowa, covering business for 1917. Insurance in force shows an increase of over \$8,000,000, while the surplus increased 15 per cent.

Total cash resources Jan. 1 this year were \$746,723.63, liabilities, \$285,324.58; permanent surplus, \$100,000; cash surplus over permanent fund, \$461,381.05.

Income for the year was \$445,524.86. The gross income from premiums, deposits and assessments was \$534,494.63, of which \$117,995.47 was returned. Interest from mortgages and bank loans was \$29,025.70, making receipts of the gross total given.

Disbursements for the year were \$232,351.44 paid for losses, with a credit of \$7,537.21 for salvage. Dividends to policy holders amounted to \$28,012.65. Total disbursements for the year were \$331,302.92, leaving an excess of income over disbursements of \$114,221.94.

Losses paid by the company in former years amounted to \$2,569,046.62, the total to date being \$2,801,398.06. Insurance in force December 1, 1917, \$30,194,031.00, with premiums and deposits thereon of \$403,167.69.

J. C. CUSTENBORDER, of Sidney, O., well known to the trade in Western Ohio, is now in charge of the field station of the grain and hay market reporting service of the federal government at Atlanta, Ga., covering the southeastern territory. Mr. Custenborder was engaged in the grain business with his father, E. T. Custenborder, and for a time was at Chicago with the Grain Dealers Journal, returning to Ohio and becoming a member of the Ward Grain Co. at Lima. His many friends wish him well.

Report Western Grain Dealers Mutual.

The financial statement of the Western Grain Dealers Mutual Fire Ins. Assn. of Iowa shows total receipts for the year of \$238,359.03; total disbursements, \$139,803.93; cash on hand, \$98,555.10, loans and accounts receivable making the balance.

Insurance in force Jan. 1, 1917, was \$6,150,289.00. Insurance written during 1917, \$8,035,707.40; canceled and expired during the year, \$5,828,720.79, leaving in force December 31, 1917, \$8,357,275.61.

During the first year the company was in business the expense was \$4.65 per \$1,000, for 1917 the expense was \$2.48 per \$1,000 of insurance carried. Dividends increased from 25 per cent in 1909 to 45 per cent in 1917. Losses paid during 1917 were \$45,406.98.

Officers elected at the last meeting of directors to serve for 1918 are: Pres., Jay A. King, Des Moines; vice-president, S. W. Wilder, Cedar Rapids; secretary, George A. Wells, Des Moines; treasurer, M. E. DeWolf, Spencer, Ia. Two members were added to the executive com'tee, giving it five members.

Millers National Insurance Co.'s Annual Report.

The 42d annual report of the Millers National Ins. Co., issued Jan. 23, shows the following condition at the close of 1917: Assets, \$2,823,735.58; liabilities, \$1,305,643.40; cash surplus, including \$500,000 permanent fund, \$1,518,092.18; income during year, \$1,466,549.98; losses paid during year, \$822,390.66; risks in force Dec. 31, 1917, \$159,636,904; gain during year, \$23,678.894.

The company settled 88 over \$2,500 each and 2,440 losses under \$2,500 each. At the end of the year there were 540 losses, amounting to \$214,869.84 unadjusted and unpaid.

Of the total insurance in force at the close of the year, \$47,988,481 was upon flour mills, elevators and contents, and the total insurance in force upon general business at the end of 1917 was \$111,648,423.

After calling attention to the increased expense, because of additional taxes and the cost of supplies and service, which the current year may be expected to show, the report states that a decrease in losses is the only thing which can prevent increased cost of insurance. Appeal is then made to the policyholder, and to the custodian and caretaker of the property insured, to give prompt attention to Fire Prevention Bureau and inspectors' requirements, and to insist that employees exercise unremitting care and vigilance.

THE high price of beans has brought about the importation of many varieties from many countries. Among imports are the so-called Burma or Ragoon beans from Asia and taniramos beans from South America, which are known to yield hydrocyanic acid under certain conditions. Shipments which yielded appreciable amounts of such acid were excluded as dangerous to health. These poison beans are a variety of lima beans of various colors and in shape not unlike the common navy bean. Unlike the common bean they show distinct striations radiating from the eye to the periphery, with other differences less easily detected.

Annual Statement Grain Dealers Fire Insurance Co.

The 15th annual statement of the Grain Dealers National Mutual Fire Insurance Co. has just been issued by C. A. McCotter, sec'y, Indianapolis, Ind. It shows insurance in force Jan. 1, 1918, to have been \$44,715,464, against \$37,162,576 a year ago. Total cash assets were \$856,250.49, against \$687,993.16 a year ago. The cash assets are principally first mortgage loans and school bonds, but include \$83,060.63 cash in banks, certificates of deposit of \$20,000, uncollected deposits of \$21,360.90 and uncollected renewal premiums of \$1,821.07.

Unadjusted losses Jan. 1 were only \$6,755. During the year the company paid losses amounting to \$216,385.21, or, less salvage and discount, \$207,568.52, against \$240,592.03 in 1916.

Income from deposits and renewal premiums, less return premiums, was \$463,086.55, making with interest, bond premium and balance of \$672,885.50 from a year ago, a total of \$1,170,770.72.

Since its organization the company has paid losses aggregating \$1,146,115.16.

That the cost of insurance to policyholders has not been increased is due to better co-operation in fire prevention, and the great increase in the volume of business.

Annual Statement Western Millers Mutual.

The 35th annual statement of the Western Millers Mutual Fire Ins. Co., as given by Chas. H. Ridgway, Kansas City, Mo., sec'y, shows insurance in force totaling \$10,203,400 on Jan. 1, compared with \$9,399,525 on Jan. 1, 1917. Receipts and assessments were \$166,800; interest, \$13,372; losses, \$101,437; expenses, \$23,561; premiums and assessments returned, \$27,285; interest returned on renewals and cancellations, \$16,036; cash assets, \$323,950.

The cash deposit notes subject to assessment are, \$1,390,977; making gross assets of \$1,724,142. Since its organization the company has paid losses aggregating \$1,269,485.

Insurance Notes.

AN INVESTIGATION of the grain elevators on the water front at Galveston, Tex., will be made with a view to revising the schedule of insurance charges applying thereon. A. R. Andrews, of the state Fire Insurance Commission, T. G. Barrows, chief rater, and Louis Stevenson are to formulate the new rates.

H. B. SPARKS, Alton, Ill., was chosen pres. of the Millers Mutual Fire Insurance Ass'n at a meeting held Jan. 16. Other officers selected are: E. F. Shoening, Columbus, O., vice president; G. A. McKinney, Alton, Ill., sec'y-treas.; A. J. Kellenberger, assistant sec'y; Herman Schurmann, Germantown, Ill., M. B. McNair, Lyons, Kans.; T. L. Reuter, Nashville; M. D. King, Pittsfield, and Julius

Postel, Mascoutah, Ill., were elected directors to serve three years.

WATCHMEN are charged with extraordinary responsibility. They should be picked men, not derelicts. They should be intelligent, courageous, and physically active. They should be sufficient in number to furnish real protection. They should be armed. They should receive special training for their important duties, and this training should include knowledge of fire alarms, fire prevention and fire protection.

ARGENTINA has secured permission to import jute from Calcutta. One shipment of 7,000 bales has arrived at Buenos Ayres and another shipment of 2,000 bales is on the way.

TABLE ROCK, NEB.—John Rock, living near here, before cribbing his corn placed several tubes through the crib, with a chimney running thru the entire crib. When the corn was shelled it was thoroly dry, with only a few chaffy ears as the result of its immature condition when it was placed in the crib.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

KEEP YOUR HOUSE LOCKED

It makes little difference where we lay the blame, the fact remains we are having too many mysterious elevator fires. Therefore, it behooves every man to look out for his own. Keep your house well locked at nights and on Sundays. Keep your eyes open during the day. Don't admit strangers unless they have proper credentials. Many towns have volunteer organizations who do night patrol duty. Why wouldn't such an organization be a good thing for your town?

Fitzgerald & McCotter

Western Managers
OMAHA, NEB.



C. A. McCotter

Secretary
INDIANAPOLIS, IND.

A fire from any cause will be a calamity; a careless fire will be a crime.

ORGANIZED 1902

Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM
Ask about the "TRI-STATE PLAN" for short term grain insurance.

E. H. MORELAND, Secretary

NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

MUTUAL FIRE PREVENTION BUREAU Oxford, Michigan

REPRESENTING:

MILLERS NATIONAL INSURANCE CO.
Of Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.
Of Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.
Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.
Of Lansing, Mich.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

F. D. MILLIGAN, Pres't GEO. A. WELLS, Sec'y

Write for Information
Regarding Short Term Grain Insurance

WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Account Books
Attrition Mill
Bag Closing Machine
Bags and Burlap
Bearings { Bail
 { Roller
Belting
Boots
Buckets
Car Liners
Car Loader
Car Mover
Car Puller
Car Seals
Cleaner
Clover Huller
Conveying Machinery
Distributor
Dump
Dump Controller
Dust Collector
Elevator Leg
Elevator Paint
Feed Mill
Fire Barrels
Grain Driers

Grain Triers
Gravity Cleaner
Lightning Rods
Manlift
Moisture Testers
Oat Bleachers
Oat Clipper
Portable Elevator
Power { Gas Engine
 { Kerosene Engine
 Motors
Power Shovel
Sample Envelopes
Scales
Scarifying Machine
Self Contained Flour Mill
Separator
Sheller
Siding-Roofing { Asbestos
 { Steel
Silent Chain Drive
Spouting
Storage Tanks
Testing Apparatus
Transmission Machinery
Transmission Rope

or anything used in a grain elevator

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. **Price, \$1.75**

GRAIN DEALERS JOURNAL

305 South La Salle Street, CHICAGO, ILL.

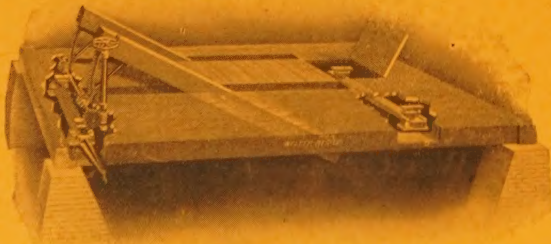
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THE ELLIS DRIER COMPANY
GRAIN DRIERS Postal Telegraph Bldg. OAT PURIFIERS
CHICAGO



The Wagon Dump That Has No Equal



The Weller Worm Geared Wagon Dump has no chains to break and no brake to slip and injure horses or wagons.

Does away with all former objections and is self-locking in any position.

Can be used with Standard Dump or Hay scales.

WELLER MFG. CO.
CHICAGO

SPECIAL NOTICE



We have moved into our new factory at 1004-6 Lyn-dale Avenue North, where we have greatly enlarged and better facilities for handling our increasing business. We are the sole manufacturer of Bryant Auto-

matic oil filters and DAY'S patented ventilating cap as well as our dust collectors and dust collecting systems. Watch for our next ad. When in need of anything in our line, write

THE DAY COMPANY
Minneapolis, Minn.